



No. 419 FEBRUARY 2017

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President **Make Sure You Are All Rowing!**

Interesting title, you may wonder this month, but I came across the saying the other day when I was visiting the offices of one of our clients, it was one of those signs you get that people put on their desks or fridges, I think from memory it was something along the lines of "make sure everyone in your boat is rowing and not drilling holes when you are not looking! Know your circle!"

At the moment this could be a appropriate saying on one of the projects I am currently working on, as I have mentioned previously is seriously in delay, and that whilst it is not our fault (contractor speak here!) the client has now appointed someone else to oversee things his side, and who I fear may take a different view very soon, so the previous amicable relationship between contractor, client's representative and client could be about to go South with possible blood on the carpet, and lets not forget that this could also be costly to the tune of nearly £30,000 per week on our side in damages, which is not an inconsiderate sum if you are 26 weeks in delay!

So this month, we have a pretty full Journal (thanks to all the contributors) and of course we have the up and coming Milton Keynes swapmeet, which also promises to be possibly pretty full and the biggest one we have held (I hope we can get all the traders in and still leave room for the attendees to move around to be honest!) and I also hope the weather is kind, although as I write this they are predicting a cold mid to late February, but hopefully no snow to deter us all?

So now I have little more to add this month, as time is tight and I really must get this Journal off to the printers so I can sit down and get on with sorting out the MK swapmeet table layout instead of sitting behind my keyboard, and of course get back to the day job and justify the extension of time of 26 weeks to avoid the costly and somewhat time consuming route of the court process in the event of an unsatisfactory conclusion being reached.

Who said this job was easy?
Until next month.
Jeremy



MESSAGES FROM MARGATE



email: factory@nscc.co.uk

By Pete Simpson

This year Hornby will be celebrating sixty years of Scalextric and Ricky Black has already stated that we should expect something special as part of the celebration. It has now been revealed that seven models will be issued to represent a car from each of the decades that Scalextric has been available: the Scalextric 60th Anniversary Collection. Good news for this year is that prices have remained the same as for 2016: e.g. High Detailed cars being £39.99.

Decade by Decade

As Scalextric have not taken me into their confidence with details of the releases, I'm free to inform members what we can expect: IMHO. The first, representing the 2010s has already been announced as a Bentley, C3831A, in a generic Scalextric livery including the current range logos. The previous decade will be represented by an Aston Martin Vantage GT3, the 1990s by a BMW E30 M3, the 1980s by an Audi Quattro, the 1970s by a Lancia Stratos, the 1960s by either an Electra or an E-Type Jaguar and finally the 1950s release will be a Ferrari. A

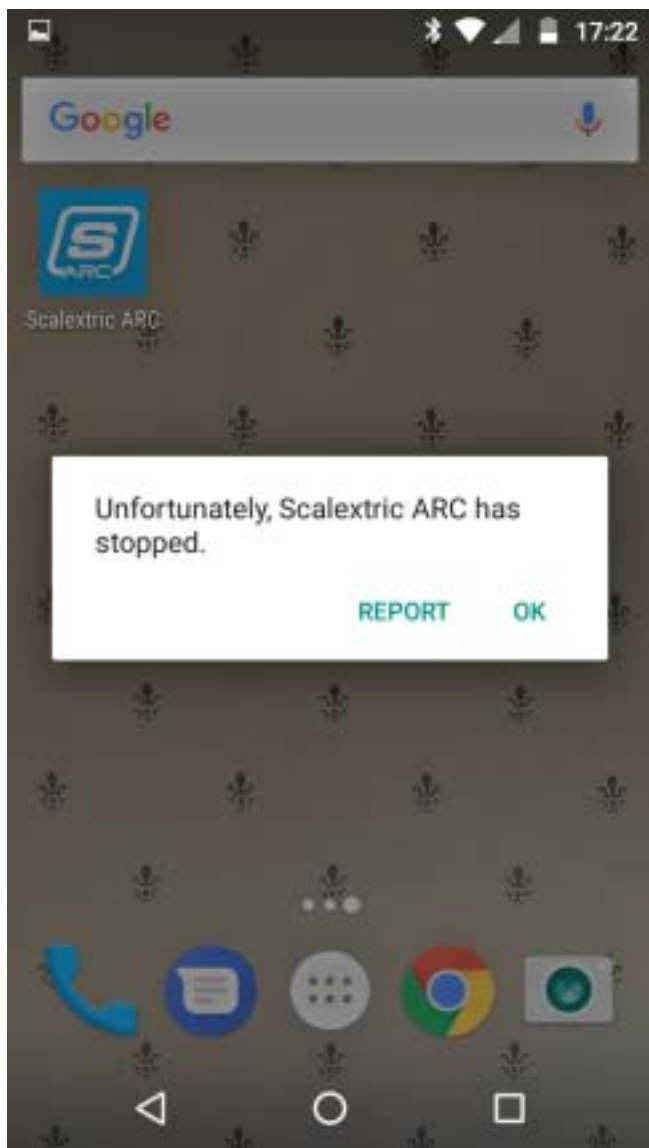


Ferrari! How can that be: surely Carrera hold the licence? It seems that, in the same manner that the perceptions regarding cigarette advertising were challenged, the licencing of models emulating the great marque is also being reviewed. Skip a few pages for more Maranello news.

ARCane

At the time of writing it's the middle of January and Scalextric have already updated the ARC App. However, if my experience is typical, it has fallen short of expectations: I can't get the update to run on my Lenovo moto e³ 'phone which is running Android Marshmallow (6.0) and when viewed on an Apple iPhone, the options to change cars, and thence access the catalogue, is greyed out. Based on this limited access, and as no new sets appear in the track listing, it would seem that the car listing hasn't been updated to include the 2017 range. Oddly, my HUDL2, which is running the older Lollipop version of the Android operating system, allows the app to load but then emulates the iPhone error condition. Similarly, Karen's Android



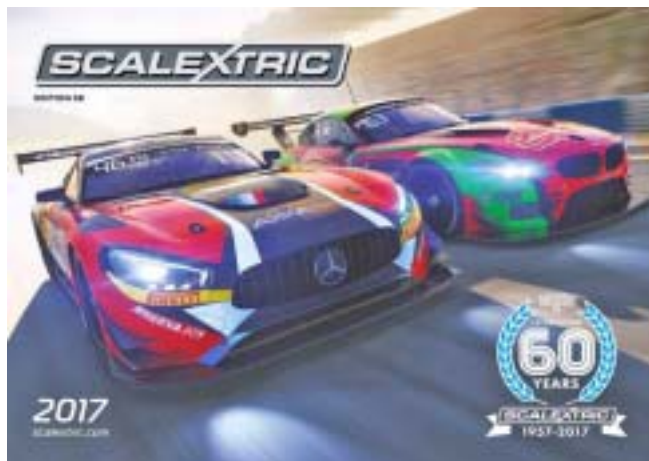


‘phone running version 6.0, also behaves as the Apple device. One reason for the moto e³ not being able to run the updated app could be that it is too new, although it worked fine prior to the latest attempt to fix the bugs: to be fair, it’s not listed as a compatible device. Taking a look at recent comments relating to ARC on Google Play indicates that I’m not alone: an average score of one star (from a possible full scale of 5) since the new roll out gives the impression that it shouldn’t be touched with a ten foot battle lance. As users’ feedback is part of the decision-making process for most online activities, then this is likely to encourage potential buyers to avoid Scalextric’s foray into this arena. As there’s no facility to roll back to an earlier release, many with an ARC set are probably unable to use it: at best, limited functionality may remain. As yet I’ve had no reply to my observation posted on



the Scalextric Forum: I’ll probably go all grey and expire before I do. If, as we are to understand, Hornby have identified the need to encourage the tablet generation to interrupt their electronic online gaming and enjoy the enchantments of playing with toy cars then they seem to have overlooked one key aspect: immediacy. Er, immediacy and reliability. OK, immediacy, reliability and functionality. Better make that immediacy, reliability, functionality and product support. Still a working app sooner than April will be an improvement over 2016.

The third in the (less than) Appy Family, the digital ARC Pro, C8435, is now anticipated to arrive in time for Christmas this year so there’s plenty of time to continue the frustration of using the existing 6-car powerbase. Or maybe, just maybe, we could adopt Luddite principles and stick with analogue. ➡➡



2017 Range

At the time of writing I've not yet seen a copy of the latest catalogue, C8181, although most releases have been announced on the Scalextric website. But there's already some confusion regarding the full 2017 range as more models were announced to traders in January than are listed as new for this year on the Scalextric website. For more comprehensive listings of 2017 releases it is preferable to visit the websites of traders as they seem to have adopted the mantle of Scalextric's marketing function. As expected, the new year's releases comprise the usual reliveries of existing models, augmented by new mouldings. The initial impression may be that there are very few original models but it mustn't be forgotten that some were intended for 2016 so are still to be seen for the first time. These examples of delayed tooling include the Daytona Prototype and the AMC Javelin.

The new range has been stripped of the SR versions of the HD cars but the cheaper options are still available with the growing range of generic vehicles: Single seater, racing trucks, the old Start cars, Go Karts and Monster Trucks all of which sell for £20 to £25.

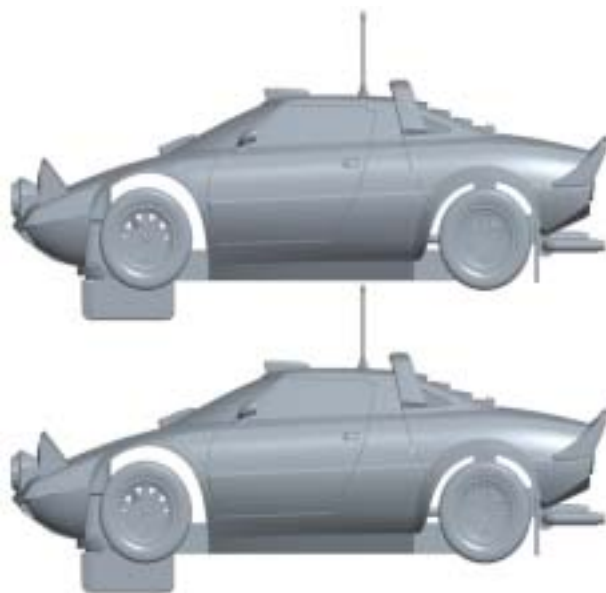
The newly announced models are the Mercedes AMG GT3, E-Type Jaguar, 2016 Ford GT, Ford MkIV and the Lancia Stratos: I'll provide the "C" references once I have a catalogue to hand.

The Mercedes mentioned last month will be represented by two versions, both bona fide schemes: one in Gulf decoration and the other in an anime style. For the E-Type, in addition to the Union Jack example, we'll also see a version

of the Lightweight, typified by the boot-mounted differential oil cooler and hardtop: any other differentiating features will doubtless be included if tooling inserts so permit.

The Ford GT will be available in three of the four 2016 Le Mans liveries: numbers 66 and 69 as solo releases and number 68, 18th overall but GTE class winner from last year's Le Mans, in a twin pack with the 1966 winner, Ford GT40 number 2.

The Lancia Stratos has yet to be revealed as a solo release but will be available in a twin pack, C3894A, comprising two cars from the 1976 season with differing detailing: spot lights and livery are the most obvious. Both should look superb in their Alitalia schemes and may attract aftermarket chassis to improve their performance. I'll include images once available officially from Scalextric but for now this is how they are imagined in profile.



1967 Le Mans Set

If the shock of a decade related special release was too much, then being prepared for another revelation may be prudent. Amongst the range presented to the traders was a 1967 Le Mans celebration set: the winning Ford MkIV accompanied by the second and third placed cars: Ferrari 330 P4 numbers 21 and 24. Both have been seen before as C2641A and C2642 but that was when Scalextric held the licence to produce Ferraris. Now, it seems, that models

released before the previous deadline may be re-released. Whether this is a brave or suicidal act will only be known later in the year.

Normality Resumed

If fragments of the above stimulate concern over the status of Scalextric, fear not. I now have my next visit arranged and am looking forward to being able to capture images of a few more of the latest development samples.

Many thanks to Ricky for his support in collating material for my monthly report and providing answers to a few questions. It transpires that the ACO's licencing does not extend as far as using the ACO logo but is restricted to the use of the stylised 24H emblem. It is certainly encouraging that Scalextric are demonstrating their interest in our views and opinions.

So, with regular contact on the cusp of resumption, I can reveal details of some of the releases due this year.

BMW Tic Tac

The first comment regarding the next of the 1990s tin top racers brought into question the accuracy of the colour scheme. When presented at the last NSCC/ Hornby weekend it was



acknowledged that the green wasn't quite correct and would be modified for the final released version. Any images shown here can't be trusted due to vagaries in the light when taken, adjustments I might have made and finally the conversion for printing in the Journal. The actual car was raced by Team Valier in the German DTM series in 1992, driven by Franz Engstler finishing 16th overall.

C3983

It's been 17 months since I saw the first prototype of the second version of the Mad Max Interceptor: the version from the second film was developed in parallel with the first release but I was sworn to secrecy until it was formally announced. The inclusion of a bare shell in⇒





last year's release it will be in-line with no potential for a PCR chassis. Sadly, Dog won't be included.



AMC Javelin

C3731 is one of last year's models that has taken longer to materialise than anticipated: hopefully it'll be with us fairly soon, followed later in the year by another two. As far as decoration accuracy is concerned it certainly looks to be correct for the car as it is currently being raced in the Historic TransAm championship by Bill Ockerlund. The real car was the only AMC factory build car for the 1971 season. It was





driven by Mark Donohue to dominate, and win, that year's SCCA Trans Am championship: of nine races, it won seven and finished second once.

Nice little details all look correct: twin exhausts, roll-cage, wheels, driver's helmet as well as the position of legends and stickers. However, reference to period photos shows that the red roof stripe should blend into the white bonnet stripe and the grille should be brighter than the black of the initial example. Don't get too concerned about the missing door mirror, I'm sure it has simply been misplaced from the approval example.



Airfix And Hornby

Similarly hailing from Margate is of course is the grand old plastic kit manufacturer. They also get newly tooled releases covering two scales and a variety of themes, including the Supermarine Walrus, North American P51-D Mustang and Hawker Sea Fury in 1/48th scale, McDonnell Douglas FG.1 Phantom, North American B25C/D Mitchell and Messerschmitt ME262A-1a in 1/72nd. This year also sees new introductions to the Airfix QUICK BUILD range with a VW Camper as well as a few moulded in revised colours, including the Hawk in Red Arrows scheme. That's Karen birthday and Christmas pressies taken care of.

Obviously Hornby have also revealed lots of accurately positioned rivets so that corner of the website is also worth a visit.

And Hornby have released a rather nice tank wagon. And a few locos but it's all too difficult to follow for here.

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Croydon Scalextric Club

For much of last year I was unable to attend the Croydon Scalextric club due to a concluding dedication to my last year of employment. Having turned my back on racing, the other members voted to introduce a new class for 2017. To many people an obvious choice would be the new Scalextric saloon racing cars, either those from the 1970s or the more recent era. However, out of spite for me failing to be present, they selected Carrera DTM cars: at £25 each they certainly represent excellent value and with everyone contending with the same relationship between mass, handling and power some degree of equality might be anticipated. Fortunately, I wasn't there when the decision was made as I may have faced a conflict of interest and been obliged to promote the latest Scalextric options: or maybe not. Anyway, we've already got one control class ensuring that

the cars from the greatest manufacture of slot cars will burn the plastic for another year.

Swapmeets

If a New Year resolution hasn't yet been made, then it's still not too late: visit a swapmeet in 2017. Admittedly they are generally populated with an alarming number of fringe members still allowed to circulate freely in society but we are quite approachable and always willing to offer advice and opinions (just wave to an imaginary friend to escape). If enough courage and cash can be summoned, then there are far too many bargains at which to shake a throttle. On offer at Swindon were new 2016 cars for £20, twin sets for £38, cars from just about any period of childhood from £10 as well as specialist kits and models, both new and vintage. Of course, it was easy to spend a whole lot more on rare or specialist models. So, look at the diary page and commit to some dates. ■



Ciao everyone and welcome to this month's edition of Forza Slot.it. So no news is good news I suppose! Information is still limited on the ground as I write this for the same reason as last month, the Nuremburg Toy Fair. As I'm sure you all know by now, not that much is said by any of the manufacturers for a couple of months prior to the big event being held in early February of each year, but, Terry has passed on some good information to me that I will share with you all for this month. Hopefully, Terry will be able to provide me with lots of "good stuff" for next month's Slot.it deliberations as Terry has lined up a little chat with Slot.it/Maurizio while he is attending? Looking forward to getting the feedback on that one.



So, where to start on what information I have to share this month? In no particular order then, just how they come from a couple of emails from Terry and Slot.it. First up is the announcement that the next Lola should be in your favourite slot purveyor's emporium by the time you read this? The model in question is the next in the series of Lola's, being Lola B12/69 EV SICA22e as produced for the assault on the world land speed record for a Lightweight



Electric Car. The attempt itself took place on the 25th June 2013 at RAF Elvington in Yorkshire with the aim of topping 200mph. The schedule went smoothly and was successful with the Drayson Racing Technologies Team hitting 204.2mpg (328.6km/h if you are interested!) beating the previous record of 175mph set by Battery Box General Electric in 1974 not bad for 1974 I would say!

For the actual record breaking run the car was driven by Lord Paul Drayson himself and this is echoed by Slot.it as he is the featured driver in the model. His team mate for the day/record breaking attempt was Jonathan Cocker who was the Drayson team development driver at the time. Now for the tricky bit, is this still a record today? Well, to be honest I'm not sure as a look round the web produces quite a few possible "fastest electric vehicles". Is it a Guinness or FIA record? How many wheels has it got? what weight is it and so on. At this point I decided to retire/lost the will to live from further investigation and settled for what I had already found on the model concerned as I could have been trying to figure out if "this" record was still valid today for days and in whose eyes so to speak! Life is so short but if anybody wishes to figure it out then please feel free to let me know! On second thoughts I'm fine not knowing.

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Back to the model and in order to qualify for this FIA world land speed record the team had to ensure that the vehicle weighed less than 1,000kg (without the driver) and so they used an adapted Le Mans Series car they had previously been designed but was now hacked around to suit what was required. I'm sure it was a bit more complicated than that but let's move on! The donor car originally ran with a bio-ethanol fuel engine and so they replaced this part of the car with a lightweight 20 kilowatt hour battery offering 850 horsepower and modified the vehicle's chassis to reduce air friction/drag as it only really needed to go fast in a straight line and not worry about corners/circuit racing. This went as far as removing the debris catching mesh from the exit of the rear wheel arches of the car which has been accurately emulated in the Slot.it model check out the supplied pictures of the real car and model supplied. Mind you, I don't think the real car had a spur gear visible from the rear end but who's looking eh!

Interestingly, the record was set on very bumpy airfield track (video available on YouTube) but the model is presented as it was at the Goodwood Festival of Speed in July of the same year so there are a few differences between



the record breaking day and the model. The main ones that I found (from pictures) are that the front wheels had aero "plates"/covers on and a timing upright plate on the nose but the model does not. There may well be other differences in the sponsor logos but from the pictures I have looked at so far it is hard to tell. Maybe when the model is released I will be able to look for other anomalies, if there are any of significance? The model itself looks fabulous so I guess will be investing in one (on pre-order already!) when they are available to go along with the other five in the series released so far.

Just to finish up on this particular model then and many of you out there, well up to a maximum of 312 if my information is correct, may have invested in the NSCC special car Ref. SC22a from about 18 months ago. Together they would make a nice double of cars as it is based on the Lola B09/60 that finished 1st at Road America in 2010 and it was driven by the same driver pairing.



Moving on, and the next model to cover really is a must have in my little collecting book. It is the much anticipated Slot.it version of the Audi R8 LMP as raced in the 31st December 2000 "Race of a Thousand Years" held on the Adelaide road circuit. This particular race was part of the American Le Mans series that season and, as it happens, the No. 77 car in its special crocodile livery (as a homage to Australia by the Audi race team) went on to win the race with Rinaldo "Dindo" Capello (featured driver) and Allan McNish sharing the driving duties. Personally, I might have preferred Allan as the featured driver, but the car in the pictures looks



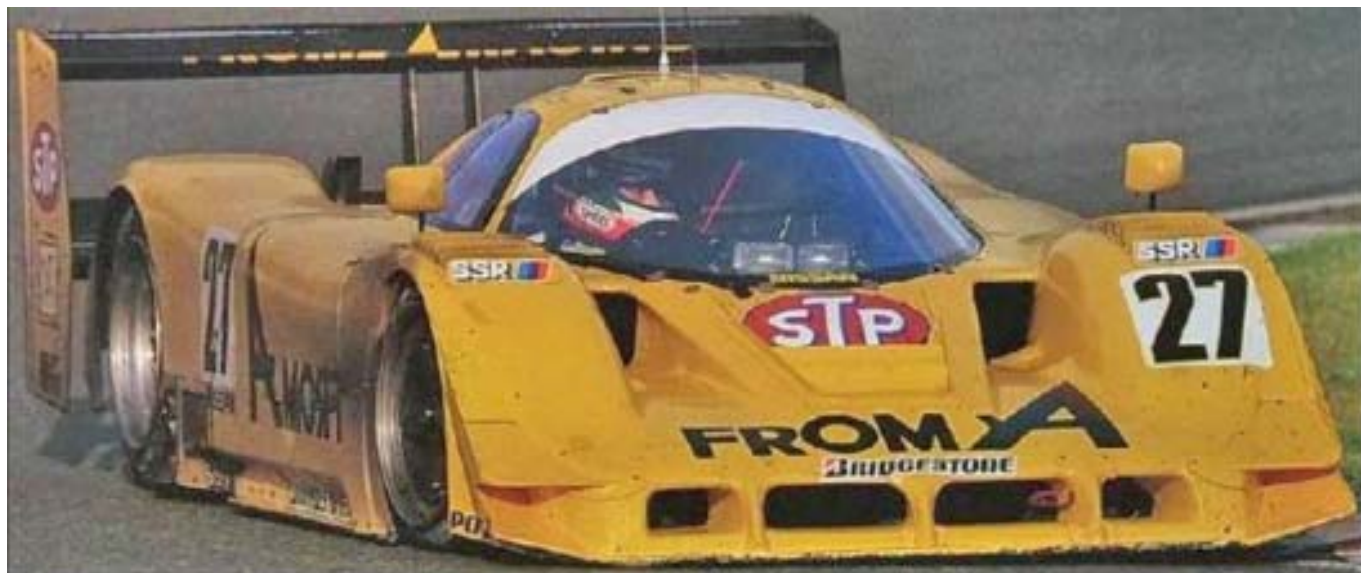
fabulous and I, for one, am really looking forward to this new body/chassis combination. I anticipate it will be very good straight out of the box as all Slot.it cars tend to be!

The word from Terry is that this stunning looking model from Slot.it, Ref. SICA33a, should be in the shops by the time you get this edition of the NSCC Journal. So, if I can get my hands on one in time for next month's Journal and that little thing called work does not get in the way then I will do my best to let you know what I think of it. I'm really looking forward to this one as I can dig out a comparison car from another manufacturer (SCX 61010) from a few years ago, but I know which one will win on the track already! As for livery reproduction/comparison, we shall have to wait and see as SCX did a fantastic job at the time way back when it was released some years ago. The printing processes should and have moved on a few degrees since then so you would expect it to be better? I had better start looking for it now as it may take me a while to find it buried deep in a cupboard somewhere? Probably needs a bit of TLC as well as not sure if I ever ran it on a track? I'll start that search shortly after this article is done.

Again, directly from Terry is news of a few new cars for the future which, in no particular order again, are as follows: SICA28e Nissan R90CK #27 as driven at the JSPC in 1991 by Volker Weidler and Akihiko Nakaya. For those that don't know, including me! (even though I

have heard of it) JSPC is an abbreviation for the All Japan Sports Prototype Car Endurance Championship which was a national championship contested by Group C cars. In Japan, races in this category started in 1982 as an endurance series, which became very popular with the later success of the WEC in JAPAN (World Endurance Championship Japan Tournament) that has also been popular all over the globe. The JSPC ended in 1992 with Nissan having won the constructors championship for the last three consecutive years being 1990 to 1992 after the early year's domination of Porsche (should I/we be surprised!?) and the subsequent rise of the home manufactures being Mazda, Toyota and obviously Nissan! Due to rising costs and poor attendances the series was replaced by the JGTC or All Japan Grand Touring Car Championship, using GT cars which was more cost effective and this series continued for several more years and with slot car manufacturers like Ninco producing some of these GT cars over the years, such as 50355 Honda NSX and 50369 or 50382 Toyota Supra). The series was finally renamed in 2005 to Super GT which it is still called⇒⇒





today and is currently the top level of sports car racing in Japan. As it happens Ninco have produced a couple of these cars as well in the form of 50490 and 50492 Lexus SC430 but I'm sure other manufacturers have also done a few of these Japanese GT cars as well, just can't remember who at the moment, maybe later?

I digress and getting back to Slot.it as they have produced several Mazda 787B (SICA15x), Toyota 88c (SICA19x) and Nissan Rxx (SICA28x) cars in the past which all fall into the appropriate time period so a nice little race series can now be held on a home or club slot race track near you. However, in the past I have been a bit cruel

about the "Mr. Blobby" shape I believe I called the Nissan so I have skipped a couple of the releases so far as the liveries did not hit the spot for me. Having said that, I really do like a yellow race car (easy to see on the track as many cars are dull!) and this particular well known From-A livery really does look a little gem from the prototype shown and a quick look around the web for a real car livery, so I think I may well be investing some hard earned in this one, how about you?

What else? Well another Porsche 962C KH of course! It just wouldn't be Slot.it without another Porsche now would it? SICA17e is the

Prototype



latest Ref. No as driven by Oscar Larrauri (featured driver/Argentinian), Jesus Pareja (Spain) and Walter Brun (Swiss), household names every one of them eh? I have to say for myself, but sorry, I have not that familiar with the first two but Walter Brun went on to form Brun Motorsport which later turned into EuroBrun when they joined up with the Euroracing Team to enter F1. Euroracing had very limited success in F1 from 1988 to 1990 with only 21 starts from 46 entries and with one Oscar Larrauri driving for them in 1988. I missed a lot of F1 in the 1980's as I was travelling a little with the Royal Navy being my career at the time! However, the drivers might not be well known but the livery certainly is and could well be rival to the likes of Gulf, Jagermeister and Martini over the years across many different teams and cars. For me, it looks spot on from the prototype picture shown and no matter that Slot.it have already churned out at least 35+ Porsche 9xx variants I suspect this one will also find a home in my collection. Best not mention that to wife V1.0 I guess!

Last but not least would be another Alfa Romeo 33/3 Ref. No SICA1 li which would be the 11th in this series of models of a desperately pretty little car. These things really are quite tiny with their accurately produced small proportions, minimal sponsor logos, as befits the time, and

fabulous on track performance for the home racer once you rip out that pesky magnet. I doubt if they will hit the radar of "serious" club racers, unless there is a class or period race for them to enter, as they are a bit short and lively with the magnet removed. This particular model is based on the car that raced in the 1,000Km Buenos Aires race of 1972 with a race #8 and drivers Nino Vaccarella (featured driver/Italian) and Carlos Pairetti (Argentinian). The car itself is in a very simple overall Alfa red colour, with orange nose, a couple of Cinzano logos (anybody remember the Cinzano adverts from the 70's!) and race numbers, that's it. A beautiful little car that should find a home in many a collectors' collection.

One last note, according to Terry's information: SICA1 li Alfa, SICA17e Porsche and SICA28e Nissan should be in the dealers around June/July this year so start putting a few pennies away now and get your pre-orders in!

Other news? None, as the German Toy Fair has seen to that! So, "That's all folks" as a certain Porky Pig used to say (at the end of each cartoon) for this month. If you're young(ish) or not sure who Porky is, then the internet can help you! Many Thanks to Terry at Gaugemaster for his insight, information and continued support of the NSCC and Slot.it for any additional news. Ciao and arrivederci till next month. ■





Welcome to the February 2017 Carrera Corner. We have news of two new DTM cars this month; a BMW and a Mercedes. These 1:32 scale cars should be available by the time you read this in digital and analogue formats which are compatible with all leading slot track systems.



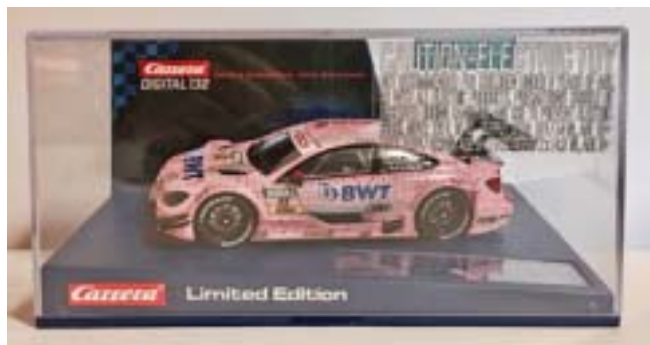
We have a preliminary picture of the blue BMW M4 DTM (CA27541), race number 11, sponsored by Red Bull. This is the car as driven by the German Marco Wittmann for BMW Team RMG. His first DTM race was in 2013. In 2014, Marco Wittmann secured the drivers' championship at Oschersleben, with two more races to go, BMW Team RMG won the team title with a massive lead. (This car, race number



23, has previously been produced by Carrera). In 2015, the eight BMW M4 DTM vehicles secured the manufacturers' title for BMW.

The Mercedes AMG C 63 DTM (CA27538) is finished in pink and has race number 22. It depicts the car as driven by the young Austrian, Lucas Auer, who has been a DTM driver for Mercedes AMG DTM Team Mücke since 2015. In 2016 he achieved the first victory for an Austrian driver in DTM history. ➡➡





There will be more news from Carrera next month. In the meantime, you can follow Carrera on Facebook via “Carrera UK Slot Racing” or go to www.carrera-toys.com although I must confess neither were up to date at the time of writing.



Many thanks to The Hobby Company Limited www.hobbyco.net who are the UK distributors for Carrera for providing me the information this month. ■

Bearwood And Dudley Slot Car Club's 2016 Christmas Bash

By Graham Pritchard

Having enjoyed a brilliant night at Bearwood the week before, then many of those present then also made the journey to the Dudley club where Mr. Dave had prepared a special “home made” (rather than “factory made”) curry for everyone and “everyone” also included a few of Mark W.’s friends as well as Dudley regulars Mark Evans and Graham Thomas, but irrespective of whose friends/ club they were from everybody was soon chatting away to each other like we’d all known each other for years which seems to be the way that this hobby is moving towards for our members at least as Mark W. even told me off again for interrupting the social thing last week at Bearwood by trying to make everyone race when they were more than happy just chatting!



One happy customer at least.

may not have been technically very PC in today’s world but at the end of the day you’ve got to have a laugh and enjoy life as much as you can, haven’t you?



Mr. Dave “serving up.”

With seventeen of us racing then there were plenty of people to marshal which allowed some people to chat away from the track or try out the larger BSCRA track if they wanted to and the humour amongst the racers was also very good as well even if the subject matter of the jokes



Yum, yum, that went down well then!

So, at the end of the heats the results were as follows, with me, Bearwood new recruit Bob and Paul P. all making the top three for a change.

But then we ran the step up finals with two from each heat going through and these were





But hang on, what's that red bit above our names and how many heats have we done
Oh it's only part-way through!



Oh well, we thought we'd take the winners group photo anyway as we're never going to be that close again, are we?



So, after a recount and some muttering, by Mr. Beach (Senior) at the end of ALL of the heats then it was in fact Mr. Beach (Senior) who came out on top as you can see here.

extremely entertaining at times with the crucial decision of "should I clean my tyres" or "should I change my car" sometimes making or breaking your progress here and that's my excuse for not making the top final as I went for the tyre cleaning option and then wished I hadn't but all credit to Bob for capitalising on that though and making his way all the way through to the final on a track that he's not previously raced on before. So, at the end of the night the top four placings were as follows:

1. Mr. Dave (Dudley).
2. Mark Evans (Dudley).
3. Steve Beach (Bearwood).
4. Bob Ward (Bearwood).

So, if you liked what you did tonight then why not try to come along to the regular "once a month" equivalent race nights that we will⇒



Mark E. looking like he's as uncomfortable as me when having his photo taken.

be holding throughout 2017 with the first one being on Monday 30th January 2017 from 7.00pm?

The format will be the same as this one with a curry, racing on all 4 lanes and then step up finals and all for the princely sum of £5.

Further dates will be advised once agreed with the organisers but in the meantime, we'd just like to thank everyone for coming and many thanks to our host Mr. Dave for making the curry and for hosting the night together with the two Marks (Mark W. and Mark Evans) for running race control as well when Mr. Dave was racing.

For those of you who would like to try something different then how about popping



So, here's the "correct" winners but I don't know who was trying to push them over though?

into Bearwood member Paul Pearson's superb "Wollescote International" racetrack's next "open afternoon" on Saturday 14th January from 1.00pm but as I forgot to take my camera to it, then here's a photo that was very kindly sent to me by Bearwood's Paul G. which was taken at the last one and for those that have not been before it's a fully scenic, SSDC controlled Scalextric Digital circuit that once you've tried you will want to come again and again as it's got to be the ultimate home layout that you can get we reckon. If you want to know more then please call Paul on 07774 800970 Other than that, it's best wishes for 2017 and hope to see you soon. ■





Welcome to this month's Chairman's Chat. I hope that by now as we are well into 2017 you are enjoying our favourite hobby. By the time, you read this, we will have had (I have no doubt) another very successful Milton Keynes Swapmeet with more tables and more dealers than last year, I hope the weather is kind for the event, as in the past we have had to contend with snow.

NSCC Facebook Site

One of the things that shows no sign of slowing down is the NSCC Facebook site which has now reached just short of 1,500 members. Most of the site's members are not members of the Club of course but certainly regard the social space and the association with the Club as valuable to them.

As a Club, we know what value we take from our membership and as a Committee we are constantly looking at how can we convert some of those Facebook members to being full members of the Club. We are certainly not without ideas but nor do we have all the answers so we would be open to suggestions and a conversation with you the members on the topic. So, if you would like to contribute to this discussion and have a point of view please contact me, Communications Officer Martin

Johnson or any other member of the Committee by email. We will then discuss your suggestions at our forthcoming committee meetings.

There is a school of thought that forums have had their day with the rise in the use of Facebook and other social media sites. I am sure that we all have our own views on that one. Certainly, the NSCC Facebook site is a wonderful social space and an asset to the Club.

Club Cars For Sale

The Club still has a number of NSCC Club cars in stock which we are making available for purchase by members. If you are interested in purchasing any of these Club cars do look out for details as they appear in the Journal over the next couple of months or of course you may be able to pick them up at one of the various swapmeets if you wish.

Leeds Swapmeet

Finally for this month I can report, the Leeds (Northern Swapmeet) is again taking place at Rothwell on Sunday 8th October 2017. The first two tables for NSCC members are free again this year.

The full details of the Leeds Swapmeet (NSCC Northern Swapmeet) are below:

Rothwell Sports Centre

Wakefield Road

Oulton

Leeds

LS26 8EL

10.30am to 2.30pm

The venue is 5 minutes from Junction 30 M62 which is 5 minutes from M1 (J42) and M62 (J29) intersection.

Entry is £1 for non members and NSCC members are free.

For bookings and further information contact me, Martin Baines or email me at chairman@nscc.co.uk.

There will also be a Limited Edition box set available for purchase by members on the day. More details on that next month.

That's all for now until next time. ■



Welcome to Fly on the Wall February 2017. This month we have news of two previously unannounced models. These are both Limited Editions, limited to 500 pieces each. First is the latest version of the SISU SL250 race truck FS201304. The truck, race number 11, was raced at the Brands Hatch round of the BTRC in 2016 by David Smith. The truck was available at the time of writing for £64.95.

The other model is unfortunately already sold out. It was a special commission for El



Corte Ingles of Madrid and Gaugemaster received just a handful of the cars for the UK. The model FS037302 is a Pepsi backed Renault





5 Turbo as entered the 1987 Rally El Corte Ingles and driven by Santi Alvarez/ Javier Leon. There will not be any more of these, so it is already a rare and sort after piece.



There are also five new models expected in the first quarter of the year for which we have artwork. These are set out below with the reference numbers:

The Renault 5 Turbo Tour de Course Rally Monte Carlo 1984 as driven by Jean-Luc Therier and Michel Vial (037102).



The red Ferrari 250LM, 500 Miles Road America 1964 race number 2, as driven by Walt Hansgen and Augie Pabst (058109). There is another red 250LM, race number 192, Tour Auto 1969 as driven by J.P. Rouget and J.C. Depret (058108).

The Lancia 037 Rallye Monte Carlo ➡➡





1985 as driven by Henri Toivonen and Juha Piironen (046102). There is a second version of this car, a red Lancia Martini Test Car 1985, as driven by Markku Alen and Ilkka Kivimäki (046103).



The above models were available to pre-order at £44.95, at the time of writing. I hope to bring more details and pictures of the models in the next edition.



Terry will be meeting up with Flyslot's Rafael Barrios Jr. at the Nuremburg Toy Fair, so in the next issue, I hope to tell you what else Flyslot and Slotwings have planned for 2017.

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

There will be more news from Fly next month. In the meantime, see www.gaugemaster.com or follow Flyslotcars on Facebook or visit www.flyslotcars.com for more news in the month. ■



Welcome back to Sideways. There isn't a list of new releases available for 2017 at present but there are some imminent releases.



The most interesting is RSCW54 the Martini Racing Lancia Monte Carlo Turbo of 1981 number 66. This car was driven by Patrese, Ghinzani and Heyer but retired after 186 laps. The 67 car has already been released and, presumably, the 65 car will also be released at some point. There are rumours that all three cars will be released in a three car set and we can only hope that the 65 car will be available separately and not just as part of a set. The Lancias are great looking cars and are raced effectively at Nascott Wood, the red and black Nurburgring 1979 car (SW16) being favoured. The short wheel base means that the Lancia is not quite on the pace of the Capri's and BMW M1s.

The BMW 320 black/JPS car is due for release in March, reference SWLE06. This is an actual model of a car raced at Penang in 1983 by Ian Grey rather than a fantasy livery. I have searched the internet and I have not been able to find much information on the race but it



seems to have been an end of season special saloon event. However, there some photos of a black JPS BMW 320 from 1985 driven by Robert Ravaglia at the same circuit. It appears to be the same car with the same livery but a different number. There also photos of a black JPS BMW M1 driven by Hans Stuck in the early '80s in the same event.

The BMW 320s will be eligible for the Nascott Wood Sideways Group 5 championship this year and it will be interesting to see if any are entered this year. I have been testing my Grohs Jagermeister 320 on the Nascott track and it has been prone to de-slot. I have been →





using the supplied tyres, which don't offer a lot of grip on a Ninco track. The cars must all be standard although choice of tyres and braids are free. There is a modification in that cars can now run with the Slot.it motor mount CH29 although



several members have told me they intend to race with the supplied Sideways motor mount. It's a popular series at Nascott with a wide variety of models entered.

The black Lamborghini Huracan now has a reference SWCAR01K and will be available shortly as will the white kit. I still have no information about the motor or running gear but there is a photo of the chassis.

Sideways have also just announced another Porsche 935K2, which will have the reference RSCW55. It is a Team Willeme car from Zolder 1978. That's all for this time more to come soon. ■

2017 Swindon Swapmeet Report

By Graham Pritchard

After a much slower than expected journey there due to some very foggy conditions together with 12 miles of roadworks on the M5 then I eventually got there to find my good friend John Carmichael already set up and waiting for the show to open!

Given how much I had taken then I also began to wonder whether I should have asked Swapmeet Organiser Robert Learmouth for two tables as I'm sure that we could have filled them both with all of our stuff but never mind, I rapidly unpacked my stuff and before we knew it the swapmeet was "open" and the public came flooding in and we began selling a few things virtually straight away.

This year's event was a bit bigger this year as Robert had also hired half of the other side of the hall so that there could be more tracks to play on together with more people having tables,



hence my thought of maybe I should have "gone larger", but in the end all of those extra tables were sold and there were still a few people who had to go without and there was a mega queue to get in as well so everyone was saying, so I think the word "success" can be used quite safely here then.

We were located in our usual spot, which was in between Robby Howes/ Slots in Weymouth and David and Guy Jessett of Slot Track Scenics fame and very pleasant company they all proved to be to, even though we don't know what Robby is actually wanted for as he wouldn't say and I didn't have the heart to tell Guy that those were the wrong type of chips in order to go Digital. ➡➡





A very cheesy joke I know, but not as cheesy as the chips could have been but they also gave me my only photo opportunities to be honest of the swapmeet other than these general views of the event from our table as it was just so busy that I never got to leave the table to be honest and therefore missed out on chatting to many of my friends who were there, so sorry about that folks but maybe I'll get a chance to make up for that at the "almost here" Milton Keynes swapmeet that you will hopefully get your Journal before.

As long as Colin Spark doesn't mind covering for me that is, as I'll be perching on the end of his tables if all goes to plan at that one.

It was also great to see many of the Bearwood Club members support the event once again including Father and Son members Jason and Kieran Davis who we haven't seen for a while but may be returning to us pretty soon we think as they have been missing the whole club thing it seems.

So, as you've probably already worked out it's a bit difficult to review the swapmeet when



you didn't actually get to go around it, and so I asked Robert to give me his verdict on how it all went, and whether his decision to "go for it" and change the format ever so slightly did in the end pay off, and he was pleased to report that it did and was worth the extra effort.

Mr. "Slot Car Wales" was also there and he said that "it was the busiest that he has ever been at Swindon" also, so sounds like we are all in agreement then it worked and on that basis Robert has already booked the venue for next year's event once again, and that one will be on Sunday 7th January 2018, when we'll all be another year older but not necessarily wiser in my case perhaps but whatever, please make a note of it now and maybe we'll see you there next year as well?

In the meantime I'd just like to say "thank you" to Robert and his Brother and family for all of their very hard work in giving us another brilliant "Swindon swapmeet" once again and to John Carmichael for putting up with my jokes and buying me several drinks and not eating all of my sausage rolls like Colin Spark did the last time a shared a table with him. ■



Collector's Corner

By Martin Heaps

Firstly let me introduce myself, I'm an avid collector of slotcars and have been for quite some time. As for quite a lot of us this stemmed from childhood and for me it was the 1970s to 1980s and having had a couple of sets that Father Christmas brought me. One a Mini set and the other a March set. The seed was well and truly planted!

The hobby then stayed dormant as I got older, first thing that came along was the pub then girls, family and good old work, until now.

Since then my hobby has grown and I have been actively buying slotcars on a fairly big scale.

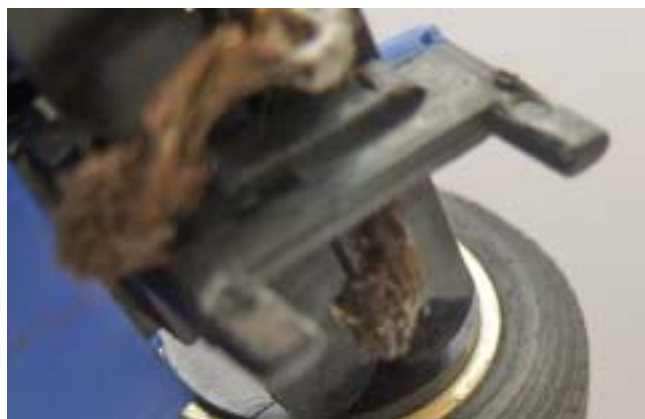
The aim for "Collectors Corner" is to bring information about collecting, this will be sometimes things that you already know or maybe not. I will try my best to give a variety of information about detailed parts of the hobby and sometimes revisit things from the past, but with some new information.

This month we're looking at the Bugatti C70 and C95.

After handling a few of these cars and looking closely at them, there are some main points to look out for when looking to buy.

Bugatti C70

The C70 is the lighter in colour of the two cars, the other main feature is the guide being a double pin with steering that clips in place. Things to look out for are:-



1. On the black steering assembly, make sure the pins that locate the wheels are intact, lots of these are half broken, you can find replacements but these are rare.





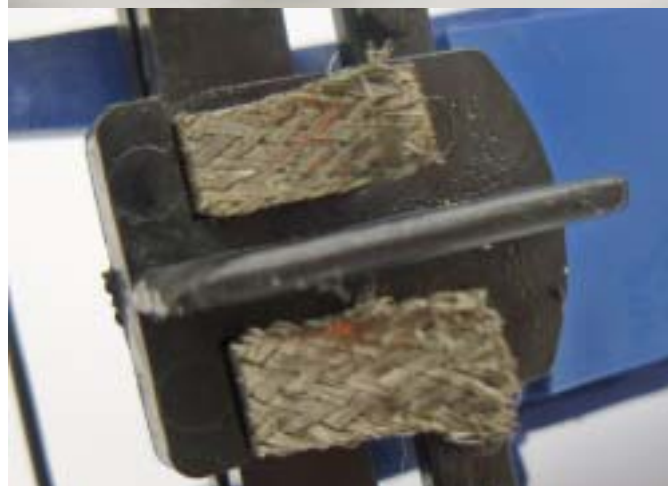
2. On the flat part of the wheel where the black pins locate from the steering, there should be a number, on the near side it will be “1” and the off side “0”, this is a good sign of authenticity, other replacements don’t have these numbers.

3. Towards the back of the car between the fueling caps, there is a line down the middle, on later cars and especially the 1983 models you can see two small round marks, again shows a later car.



Also another tip is look at the car over all and sometimes you will see small black marks which are common on this car, a sign of age, which is invaluable.

Bugatti C95



The main difference is the colour, along aside a C70 you will see its much darker blue and this car came with a G12 blade with steering, same as the C96 Auto Union car.

When advertised the C95 shows as a Race Tuned model, but from what other collectors say the car never came with the “Race Tuned” stickers applied.

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Bugatti Box

Another finding is that it appears there was no box was produced for either of these cars, I do remember seeing one advertised with a box, and a dealer tells me also that he remembers seeing a Hornby Rep having one, but this being a light brown plain box.

Mostly though most these cars were ordered direct from the factory and posted directly to the customer in the box and paper as per the photograph here.



Values

Not something I was considering touching on, but on eBay over the years some have made between £3,000 to £8,000, and I've never seen a C95 for sale online. But would estimate this car anything from £10,000 to £15,000, due to the rarity value, as you tend to find the C70 much easier, but still rare. If we could go back in time, Scalextric November issue of 1965 Edition Six, the price was just under £3.00, if only we had a time machine?

Later Cars

Other productions of the Bugatti have been done, there was a small run produced at the factory, in Red, Green and Yellow in 1983 and there was a Graham Perris version made from Dental material in 1990, something I am sure many of the NSCC members are familiar with. Maybe we can look into these further next time.

It's bye for now and hope you enjoyed the short but informative insight into buying a Bugatti. You can always contact me if you have any questions. ■

VINTAGE GRAND PRIX CARS				
C/70	BUGATTI (1934)	2 8 11
C/71	AUTO-UNION (1936)	2 8 11



Hello again and having just had the Swindon swapmeet in January (for which I have done a few words for you elsewhere in the Journal) then it's now the turn of the "currently organised by the NSCC" or should that be "Just Jeremy" (?) swapmeet at Milton Keynes on Sunday 12th February, but credit must also be given to Nigel Copcutt who used to organise it previously for very many years before he decided to pass on that role to the NSCC so many thanks for taking the initiative all those years ago Nigel, and let's hope that it is very well supported once again by everyone and with "The Calendar" in mind then please also remember that it's nearly time for the "UK Slot Car Festival" at Gaydon once again, OK, I know it's actually three months away in real terms but just see how quickly those months will pass in reality. The good news is that the slotcar season is well and truly underway once again, and if everything that has been promised/ hinted at does actually come out then it should be a very good year for everyone hopefully.

Chase Cars News

So, one thing that's been in the offing now for a couple of months or so is Gareth Jones AKA Chase Cars version of Chitty, Chitty, Bang, Bang and last month we learnt that it was getting closer and closer but the news for this month is that due to a heavy work schedule, like two weeks in China (!) then most unfortunately for the project, the handbrake has remained firmly "on" just like on the rocket in Wallace and Grommit's "Grand Day Out" which would

not take off until the handbrake was released you may remember, but anyway I think two weeks away is more than an adequate reason for no progress but I'd personally have expected to be on holiday for that level of commitment to travel, rather than work but that's just me.

However, in order to give you all something to read about this month then I did have a bit of a chat with Gareth instead, and it went along the lines of the following as for those of you who also get "Slot Car Magazine" then you will know that we managed to get Gareth to tell us more about exactly how these 3D cars are actually turned from a load of computer mouse movements into the finished article and it was actually very enlightening and not as difficult as you might at first think i.e. you don't actually need to know anything about CAD yourself, as with a bit of "outsourcing" as people tend to call it today then anybody can have a 3D printed slot car themselves it seems. It was at that point that I called Gareth a cheat but fortunately for you all he's still talking to me as I thought that he did everything himself, but to be fair he did say that he had done all of the CAD design for CCBB himself and obviously he always does the chassis design for his cars himself also but even in the early days of Chase Cars he did not do everything himself but real life is a bit like that isn't it, if you can't do it yourself you either go without or pay somebody who can do it for you instead and as you will all probably know already, my favourite car of all time is the Series 3 E-Type Jag and so I "loosely" factored that one into the conversation to see if it was at all possible to get one of those, and if so, how⇒⇒

much would it cost? Well it had got to be worth a try, hadn't it, as Mr. Turner wouldn't do it when I last asked him!

So, here's what Gareth had to say then when we were chatting but I've deleted the rude bit after I had said that he was a cheat to save Jeremy having to do that!

"Hi Graham The bit about not doing much of it myself is the part that made it very puzzling to me in that I'm really surprised that more people haven't tried it themselves to be honest.

When I started doing Chase Cars I didn't do any of the resin casting either, as the slot racing community is well served by people who can do this already.

The difference was in doing Chitty, that's all my CAD design as it seemed a lot simpler than newer cars and the 3D models that are already out there looked a bit basic to be honest.

The total cost you ask for however is a tricky one, as some of the costs are fixed, but it also depends on what you need to pay for the original mainly i.e. £0 to £150 for the CAD data, then £60 for stitching the surfaces together and then finally £40 for the 3D printed model.

Obviously we're not going to replicate the SCM article here for various reasons, but you basically have to get the CAD data and then turn it into a 3D printable computer file, and once you've got that then you press "PRINT" and await the finished article so, whilst £175 (taking the midpoint) is a lot of money to pay for a slotcar body, if it's something that you've yearned for since you saw one 40 years ago then it's an absolute steal and certainly cheaper than getting it done any other way if you can't do it yourself and with this method then all you need is an email account with Paypal and plenty of room on your Credit Card!

But Gareth then went on to say: "By the same token, if you're prepared to learn a CAD program and have your own 3D printer, then you can probably do it for £5's worth of materials and in your own time FOC.

To summarise, in today's world any method of production whether it be the very old fashioned, but still perfectly acceptable, "hand carving" of the bodyshell from a block of wood or that of using totally "state of the art" computer software and other technology still has its own place, and it's not my intention to rubbish any method this is really just meant to show everyone that we can all potentially take advantage of this technology in a fun way, and without having to know too much about it, a bit like

Sheldon and the boys in "The Big Bang Theory" when their Camper Van breaks down and they all show off their knowledge of how the internal combustion engine works but when one of them asks "But can you actually fix it" then they all say "No!"

So, to give you a bit of an example, I've just done a quick web search for a Series 3 E-Type and there's one on CG Trader already so that's half the battle won for a start and if you convince yourself it's for a magazine article Graham, then you're halfway there!"

,I've got to be honest Gareth, that still is a lot of money to stump up even if it was for a magazine article but at least it shows that it can be done if you really do want one, aaaahhhh, I've just thought, I do actually know someone who has just bought a 3D printer so that's one part of the problem clicking into place already then so maybe, just maybe, one day I might just go for it!

But in the meantime, you'll be able to see more of Gareth's work at the Milton Keynes swapmeet and if we're lucky then he might even have some of the bits of CCBB there as well for you to see.

George Turner News

With George back at work after the Christmas break then his local pub is severely in danger of going bust due to an extremely large fall in turnover apparently but their loss is in fact our gain as it means that he is back in his workshop making loads of cars for us to buy again! Three cheers for George then! Sip, Sip... Hooray!

OK, serious head back on now, and having perused George's website and Facebook page I can tell you the following information that he has declared "pub-lically" as it were.





I have, as you may have noticed, finished an Alfa T33 and I am very pleased with it. The price will be £39. Two versions will be available, a sidewinder version (sidewinder pod not supplied by us) using a Slot.it sidewinder pod whereas the second version is an in-line version and includes our resin pod.

The in-line version has a bit of a lump on the vac interior to accommodate the motor, whereas the sidewinder has more room for a nice interior. The choice will be yours.

These Daytona cars had a coloured section over the right headlight (right if you are sitting in the car). We have the decals for this but if it proves to be a little tricky, mask spraying may be the way to go. The main thing is it is done at last. Hopefully I will be doing the Le Mans long tail version later in the year.

Due to expense I intend to only do one new decal sheet this year so I have to work out very carefully what goes on it. At the moment the Cunningham Lister, LM T33 and a few re prints will be on it.

The Cunningham C4RK is now on the bench. Most of this model is done so if I get a good run it should be done in a couple of weeks. And as we have the decals there is nothing to hold it up. We even have the wheel inserts for it.



If I worked out how many hours go into making a wheel insert plus the moulds I would probably cry. But I do it for love. As you can see the first few weeks of 2017 have been very productive, with two brand new models out in January alone.

So what is in the pipeline for the rest of the year? Well I still have a couple of half finished models. The Lotus 30/40 is 75% done plus we have the decals.

The Aston DBR1 is well on its way and the LM Fraser Nash is blocked out and also has decals good to go. Not an easy model to do but it will fit in nicely with the Allard. I am also considering a Singer Le Mans and maybe a 1930's Aston Martin LM car.

We are also going to bring back a couple of cars. The AC Cobra is to be reworked and much improved but is not a priority at this stage, so will the MGC Sebring (scale version). I have a couple of other ideas but will let everyone know in good time just in case there are any overlaps with other manufacturers. If that does happen let me know. A bit of cooperation can go a long way.

And that's a very good point George indeed clashes of manufacturers can usually only mean lower sales for everyone involved a bit like when Dudley MBC decided that it was "good for competition" to allow two chip shops to be next door to each other many years ago as all that happened in real terms was that you went to the one with the shorter queue!

Never mind, everyone makes mistakes but you don't usually get paid for them and call them your job, do you?

A Short History Lesson

Please note this is not aimed at any of you, it is what Bearwood's Dave Parish said to me recently after he'd seen the news about the →→

rather nice blue Pioneer “General Grant” that I mentioned last month in my ramblings, apparently he later went on to become the President of the USA, which is quite some achievement then I must agree but to be honest, whilst I didn’t know that, I had heard that some of his descendents were actually alive and well and currently living here in the UK like the guy that does a lot of work for the elderly called “Heating Grant” for instance, together with his son, who is currently at University studying “American History” called “Student Grant” and I think I’ll leave it there for now then, before I get booted off any more.

Slot Track Scenics News

Having stood next to Dave and Guy at the Swindon swapmeet for most of the day then as we were both really busy then we never really got a chance to talk about things to be honest, but for a chance to do that then we are all really looking forward to the next “Open Day” that they are holding for everyone on Saturday 11th February, which is the day before the Milton Keynes swapmeet in on.

Venue is as before at St. Peter’s Primary School on Church Street in Barford, CV35 8EW and the opening times are 10.00am until 5.00pm.

If you’ve never been before then it’s well worth a look and if you have been before then why not come along again as I’m sure that Greg will bring along a few different cars for all of us to try including some that you wouldn’t believe there was room to get a Digital chip in at all and you can even bring your own cars as well to run on the “award winning” Silverstone racetrack that Dave and Guy has built over the last year or so.



In fact, I’ve just had a rather good idea I might have to put a chip in one of my resin cars and take that for something different just imagine a Chevy El Camino or a Chevy Nomad at Silverstone now that’s got to be worth seeing, hasn’t it?



Decorating News

My fellow Swindon swapmeet stallholder John Carmichael recently had to go and buy a new paste table for use at swapmeets, auto-jumbles or garden parties etc. as well as decorating at home and he found this “Harris” one at Homebase which was very good value for the money we thought, and being made of metal rather than wood then it doesn’t require a home made prop underneath it, to stop it collapsing when you

lean on it! (<http://www.homebase.co.uk/en/homebaseuk/harris-multi-purpose-table-470181>) we can highly recommend it so thought you ought to know about it too. You could even use it to set up a small home layout if you had two of them.

Friends Reunited - Part 1

Having sent Jeremy my ramblings for last month, then guess what happened the following day, easy I got an Christmas card from long standing NSCC member Bruce Strachan who resides in Pennsylvania, USA and so I went to add-lib on my piece about “Is anyone still out there from the old days” but unfortunately I was too late as Jeremy had already finished compiling the Journal.

So, if Jeremy doesn’t mind then I will say a quick “Hello” to Bruce and his wife Maureen here and also say to Bruce that “yes”, Maureen is right, it is your old friend from England that is writing all of this stuff for the NSCC nowadays. We’d sort of lost touch a bit to be honest but as I don’t currently have a printer then you’ll have to bear with me for a bit longer as if I hand write a letter to you then you’ll never be able to read it ref. my rather poor handwriting.

I’d also like to use them as living proof that the NSCC Membership listing did work in those days as way back in the mid 90s. or thereabouts Bruce and Maureen came over to the UK and during their holiday we arranged to meet up and spend some time together and just to prove another point, Bruce also brought me a small gift of a Revell “Snaptite” AC Cobra kit that I was going to turn into a slot car one day, and yes, you guessed it, I still haven’t done it!

As well as being in the NSCC for many years, Bruce is also a founding member of the IHSR (that’s the Interstate Home Slot Racers) group that regularly meet up and race at members homes rather than at a Club premises like we at Bearwood do but I bet they have as much fun as we do and it’s not uncommon for members to travel for several hours to and from each meeting, hence the name - which is rather appropriate then in the circumstances.

You can see more about IHSR on Slotforum

and I also believe that Al Schwartz from IHSR is planning to attend the Wolverhampton Slot Car Club “Early Birds” event on the weekend of 11th and 12th March this year so I’ll have to pop along and say “hello” for a start then, as well as getting a few pictures for the NSCC as well obviously. So, after an unexpected “kick-start”, is anybody else going to come out of the woodwork then I wonder?

Tuesday Night Rush

No, it’s not to get home in time to watch “Eastenders” or anything like that but it does have a connection to London if I am honest as it was something that I found totally by accident the other day whilst perusing “The Pit Lane” part of the “Forums” part of Slotforum which shows you the last postings on various slot car related things that you can talk about on there and it’s actually under the thread called “They just don’t understand, documentaries to explain slot racing to neophytes” which was started on 14th January 2017 to help you find it nowadays.

So, once again, I guess you are probably wondering “what the hell am I on about” well, it was a reference to a short film that had been posted in respect of slot racing at the “Wood Green Scalextric Club” and when I looked it was most interesting as it also referred to another film that was made and that actually made it onto proper TV and that I could remember watching as well at the time.

Straight away I recognised my old friend Steve Carter and was amazed to hear that he’s been doing the same thing for over 35 years now at the club but then again I guess there are quite a few of us who could claim that level of dedication also when you think about it?

What was really scary though was seeing him almost 20 years younger in the original TV documentary that was called “Movers And Shakers” as that brought back many memories indeed of open meetings at Quorn Slot Car Club for a start, which another old friend called Dave Norton used to win all of the time along with a few other names and faces that have long since disappeared off the racing scene unfortunately.

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I'd love to put a picture of Steve here so that you know who I am on about but whenever I try to get him lately then he's been a bit camera shy but hopefully I'll be able to get him to pose for the camera at the Milton Keynes swapmeet, so if I do then it will be his turn to be embarrassed next month or alternatively you could just watch the programmes on Slotforum and YouTube via the following links:

<http://www.slotforum.com/forums/index.php?showtopic=147793> and https://www.youtube.com/watch?v=qUV7eqMaz_o&feature=player_embedded

I thought it was a great trip down Memory Lane for those of us who are old enough to remember it all the first time around, or if you're newer to the hobby then please also take a look as you will find it most interesting indeed.

AA Bodies News

Having seen the latest on my C-Type Jag in last month's Journal then Dave Yerbury emailed me to tell me about his latest model which is a Sadler MK3 and would look rather good when paired up as per the photo that he sent me as well with the Lister Jag that Mr. Turner does, you could even make your own "Goodwood Shoot-out" said Dave, and he's right.



He also sent me a picture of one of his Lotus 11 bodyshells that Chris Wright of "Bear Dog Racing" modified by adding the cowling that you can see that is behind the driver and what a stunning shade of yellow that is so I just had to ask that question and the answer is "Tamiya TS-47 Chrome Yellow" and he also said that he now does a Vac form of that cowling as well should anyone want one.



For more information then please email Dave via davidandwendy419@gmail.com or check out his website called AA BODIES (aabodiesslotcars.com).

The Best Panda 4 X 4 By Far?

OK, you've probably all seen the SCX Fiat Panda that they did in recent times, but I bet you haven't seen this that Spanish specialists Mitoos have come up with!

Talk about going a bit OTT but this is just



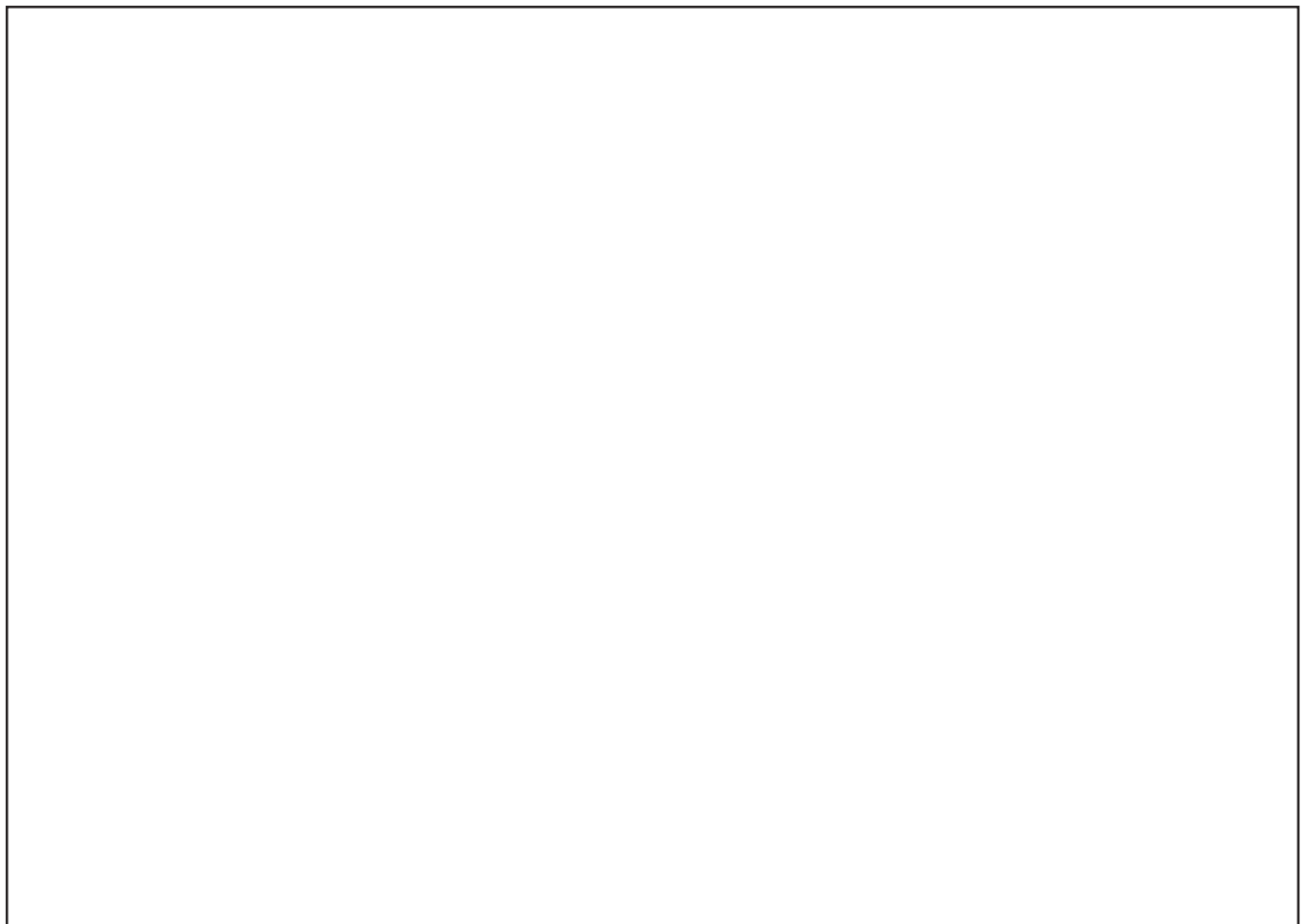


so mad that it's brilliant and shows you the lengths that the Spanish will go to in their quest for even better racing forget the current UK theme of "going fast is good, but going even faster is even better" as this takes the off-road racing scene to new levels for sure, and they are also going to do a separate bodyshell for it as well to save having to use the standard SCX one, which I will show you as soon as I can also.

Many thanks to Steve Wright of Staffs Slot Cars for the information and pictures and if you should want one then please talk to Sean at PSR



and all of the other usual sources ASAP otherwise you might just be disappointed if they all sell out rather quickly. ➡➡





On the subject of “Mitoos” wheels and tyres then I couldn’t resist buying these to go on my AA Bodies C Type Jag once it gets finished as they really will make it look stunning I reckon, and in drawing your eyes to these superb wheels it will stop you seeing any of the crappy bits that I did.

And Finally

I hope that you have all enjoyed this month’s ramblings even if they have been a bit unlike what you were expecting perhaps but having spoken to a few of you at Swindon then it seems that you all like what I do here, so many thanks to you all once again for your very kind comments, as they are very much appreciated.

So for this month I’ll leave you with a silly little thing along the lines of “if anybody ever tells you that you ought to get out more” because you are into slotcars etc. then you could always tell them to visit this show which I notice is on at the NEC in Birmingham at roughly the same time as you should get your NSCC Journal, and must surely not be missed by those who feel that they need to build on something for 2017, so, having done the ground work for you, then why not visit the “2017 UK Concrete Show”, which may or may not prove to be more exciting than slot cars, depending upon your background I suppose or you could say that there was “mortar slot cars than you might at first think” but if not, then maybe try guessing the headlines when you see it on “Have I Got News For You” instead. “Google” it, if you don’t believe me, until next month then, have fun. ■

M is for McLaren, Mandarinini, Mahindra, Mallock, March, Marcos, Marmon, Marquette, Martini, Maruti, Maserati, Matich, Matra, Maxwell, Maybach, Mazda, Mebea, Mercedes, Mercer, Mercury, Messerschmitt, Metropolitan, MG, Midas, Miller, Millot, Minardi, Minerva, Mini, Mitchell, Mitsubishi, Monica, Monterosa, Monteverdi, Morattab, Moretti, Morgan, Morris, Mors, Moskvich, Mosler, MTX, Muntz and MX Cooperation.



Bruce McLaren became the youngest driver to win a Grand Prix when he was 22 years old. He was only 33 when he died testing one of his Can Am cars at Goodwood in 1970. The McLaren M8E Group 7 Can Am car could reach 200mph, thanks to its 7-Litre 625bhp engine. Teddy Mayer had helped form Bruce McLaren Motor Racing Ltd in 1963 and led the



McLaren Formula One team in the 1970's. Emerson Fittipaldi was 1974 World Champion in the McLaren M23, and the M23 was victorious again in 1976 of course, with James Hunt at the wheel. McLaren made the first carbon-fibre Formula One car, the MP4/1. McLaren built 100 of their 231mph "F1" road cars from 1993 to 1997.



Following in the wheel tracks of Niki Lauda, Alain Prost, Ayrton Senna, Mika Hakkinen and Kimi Raikonen, Lewis Hamilton became World Champion in 2008 with McLaren in only his second season in Formula One.

Mandarini made special sports cars in Italy from 1955 using Fiat engines.

Mahindra & Mahindra started assembling various Jeep style cars in India from 1947. Since then they have made many more versions,



including the Utility Van, Bolero and Scorpio. Mallock built Formula Junior cars in the 1960's and progressed to making front-engined Clubman cars to race against Lotus Sevens and similar cars.

March Engineering was formed in 1969 by Max Mosley, Alan Rees, Graham Coaker and Robin Herd. The Company went on to build racing cars for many formulas as well as Can-Am cars. Ronnie Peterson took four second placed finishes in the March 711 with it's unusual Tea Tray like Spitfire or whale tail shaped front wing.



The March 2-4-0 pulled like a train and was of course the 6 wheeled experimental car that we know and love, and rumour has it that a significant sum was raised by the Scalextric licensing deal to produce the 1/32 version.

Jem Marsh built his Marcos kit cars with a front wheel drive mini engine fitted in a somewhat strange looking fibreglass body from 1965. While the Mini-Marcos continued, larger, sleeker models could be had from 1970 with two, two and a half and three litre engines from the Ford Capri and Triumph 2500 or the Volvo straight six. The Company has drifted into insolvency and been resurrected again a few times, with the Marcos name continuing in various forms.



Nine years after making his first car, Howard Marmon built the car that won the first Indianapolis 500 race in 1911. Production of Marmon's magnificent roadsters eventually fell from twelve thousand three hundred and sixty nine in 1930 to only eighty six in 1933, when the Company closed down.

Marquette was part of General Motors and had a very brief history from 1929 to 1930 until they were discontinued. Martini were a Swiss gun manufacturer before making cars from 1897. Production was one car a year until mass production of thirty cars a year took place in 1902. By 1913 this had increased to two hundred and seventy six cars a year, but their last model was built in 1934. Maruti produced Indian versions of small four wheel drive Suzuki vehicles.

The Maserati brothers Alfieri, Ernesto and Ettore built their first racing car in 1926 and Alfieri raced the Tipo 26 in the Targa Florio that year, winning the 1500cc class.

Juan Manuel Fangio won two of his 1954 championship races in the Maserati 250F before swapping to Mercedes, then returned to Maserati in 1957 to win the championship for them. After 1958 Maserati mainly concentrated on road car production, which was stepped up from an average of just ten A6 cars a year⇒⇒





with the introduction of the 3500GT which sold so well that a new factory had to be built to satisfy orders. Other road cars included the Sebring, the 5000 GT, Quattroporte, Mexico, Indy, Khamsin, Bora and Merak.

Frank Matich built his Australian Can-Am style sports cars and Grand Prix cars from 1967 to 1974.

Matra were founded in 1941 as Mécanique Aviation Traction, and made Ariane rockets as well as sports and racing cars. Matra made the bodies for the Bonnet Djet, and took over the Company in 1964 to continue making the car.

Later cars were the M 530 and Matra-Simca Bagheera and Rancho. Matra also produced the Renault Espace.



Matra competed in sports car racing from 1966 to 1974, winning Le Mans of course, in 1972, 1973 and 1974. They also raced in Formula One from 1968 to 1972, and provided a car to Ken Tyrrell for Sir Jackie Stewart to drive as Matra International. In 1969 Jackie won the Championship.

Maxwell cars were made in Tarrytown, New York from 1903 and were competitive two-seater runabouts. The 1911 version was not dissimilar to the Model-T Ford, but the colour choice was better, you could have it in any colour so long as it was red!



Production continued with trucks too until sold to Chrysler in 1923, and production ceased in 1925.

Karl Maybach built Zeppelin Airship engines and started making complete cars in 1921. Daimler-Benz took over the Company the year Karl died in 1960.

Mazda like to be different, and showed this with their use of Wankel rotary engines in some of their more interesting models, notably the RX-7 sports coupe which competed with the Datsun 240Z and Porsche 924.

If you fancy a Wankel yourself, they are only made for single seat racing cars now, production of the Wankel-engined Mazda RX-8 having ceased in 2012. The advantage of such engines was a high power to weight ratio for their size, although the trade-off was higher fuel consumption and emissions. The 2015 Mazda RX Vision concept car of the future was envisaged with a rotary engine though, so watch this space.

Mebea built Reliant based passenger and delivery three-wheelers in Athens in the 1970's and 1980's. The Mebea Fox was based on the Reliant Fox.

Gottlieb Daimler and Carl Benz are often credited with making the first usable car, and merged their Companies in 1926 to create Daimler-Benz. Mercedes was the daughter of Emil Jellinek, a businessman who entered his Daimler Phoenix as "Mercedes" in a local race, and persuaded Carl Benz to sell cars under the same name.

Classic Mercedes cars included the SSK and the state sponsored Silver Arrow Grand Prix cars. Mercedes returned to making fine sports cars after Fangio's Championship wins for them





in 1954 and 1955. The 190 SL was made from 1955 to 1963 and despite it's high quality, helped gain Mercedes the reputation of being a Tart's Car in Germany due to it's popularity with certain ladies. Come to think of it, one of my blonde neighbours had a gorgeous Mercedes Coupé before she went and traded it in for a boring hatchback. The 190 SL was superseded by the 230/250/280 SL cars until 1971.



There was also, of course, the 300 SL Gullwing from 1954 to 1957. After Californian Gullwing customers complained of high temperatures, the 300 SL was changed into a roadster from 1957 to 1963.

Mercer made powerful, lightweight sporty vintage cars from 1908 to 1925. One of the Company's founders, A.Roebling, died on the



Titanic in 1912, and the cars lost some of their appeal to customers after the new Company owners made more ordinary cars.

Mercury was a mid-range brand within the Ford empire, designed to slot in between the Ford and Lincoln brands, began in 1939 and ended in 2010. The Mercury website now says "The Road to Mercury is closed". Notable cars included the Mercury Cougar.

Willy Messerschmitt made a few aeroplanes of course, before changing to making small bubble cars that looked like an aircraft cockpit from one of his planes. They could reach 56mph but the later Messerschmitt Tiger TG 500 of 1958 to 1961 could reach 78mph. Replica Tigers appeared in 1990 with a Mini-Cooper engine.

Metropolitan cars were futuristic looking vehicles built from 1954 to 1962 for the American Motors Corporation by Austin at Longbridge using A40 parts. In 1959 an opening boot lid was added for easier luggage access.

MG stands for Morris Garages of Oxford, set up by William Morris and managed by Cecil Kimber. The first MGs were slightly modified Morris cars. These led to a competition programme, the MG TC from 1945 to 1949, the MGA sports car in 1955, the MGB in 1962, the MGC in 1967, the MGB V8 in 1973 and the MG Metro in 1982.



Midas cars were similar but improved versions of the Mini-Marcos kit cars made from 1978 and are still being made today in Oxfordshire – see www.midascars.co.uk.

Harry Armenius Miller built fantastic racing cars with desmodromic (positively closed) valves in Wisconsin from 1916. His Straight-8⇒⇒



engine was built with Leo Goossen and Fred Offenhauser and won the 1922 Indianapolis 500 for Jimmy Murphy, fitted to a Duesenberg chassis. Miller cars and engines continued to dominate the Indy 500 until the end of the 1930's. George Stewart took two Millers to Monza in 1929 and set the fastest lap under his racing name of Leon Duray. He ended up bartering the cars to Jean Bugatti, and the cars are said to have inspired the Type 50 and later Bugattis with double overhead camshaft engines. Harry Miller has since been described as 'America's Bugatti', and although he died in 1943, Goosen and Offenhauser's engines carried on dominating Indy Racing into the 1960's.



The Millot Brothers made cars from 1896 in France, which looked like horseless carriages. Ideal for back seat drivers, as the steering wheel was closer to the rear seats. A large flywheel kept things going once started, until 1902 when the Company closed.

Giancarlo Minardi began building Formula Two cars in 1979, and when this was superseded by F3000 in 1985 Minardi decided to enter formula One instead, where it stayed for twenty years. In 2005 the Team was bought by Red Bull, and carried on under that name (Scuderia Toro Rosso) instead.



Minerva was the goddess of craftsmen and artists. Brothers Sylvain and Jacques de Jong used her name for their first car in 1900. The most important Belgium car maker, they built Paris to Bordeaux racers as well as luxury cars. By 1928 when Sylvain died they employed 7,000 people. The Company went bankrupt in the 1930's due to competition from cheaper American cars, but struggled on, making trucks and some prototype cars into the 1940's.

Sir Alec Issigonis had already designed the Morris Minor before designing the Mini, which appeared as an Austin Seven and Morris Mini Minor 850 in 1959. Soon discovered to be a giant-beater in races and rallies, the diminutive car was driven by Sir Stirling Moss's sister Pat to win a succession of rallies, and to Monte Carlo to win that rally by Paddy Hopkirk. Production ended in 2000 but the legend goes on with BMW making the latest versions in Cowley with the bodies made in Swindon and the engines at Hams Hall. If you go to Hams Hall, watch out for the travelling robots, my tour guide said they would stop automatically if you got too close, but the lady in reception told me she had been caught by them a few times.

Carriage builders Mitchell and Lewis built their first Mitchell car in 1903. Due to cut-throat competition, the Company was sold to Charles Nash in 1923.





Yataro Iwasaki re-named his boat company Mitsubishi Steamship Company in 1875. The three diamonds in the logo came from his family's coat of arms. Making cars from 1917 and trucks from 1920, the Company has continued, with a lot of the vehicles having four wheel drive. Notable cars have included a version of the Jeep, the Pajero, and the Lancer EVO.

Monica cars were 5.5 Litre French V8 Supercars built 1971 to 1975. The project failed despite being taken over by Panther in the end.

Monterosa built special car bodies from 1946 near Turin. The Monterosa 600 had just 19bhp from its 633cc rear-mounted engine and was made from 1959 to 1961.

Racing Driver Peter Monteverdi built his own Formula Junior car in 1959, progressing to a Porsche-engined Grand Prix car, and then concentrated on sports cars.

Morattab Industries started assembling Land Rovers in Iran in 1962, and since then have developed their own variants.

Giovanni Moretti made motorbikes from 1925, then three wheelers, then sports cars. He managed to create 58bhp from his 750cc engines, before concentrating on car bodies only.

H.F.S. Morgan drew locomotives for the GWR as a draughtsman before setting up his



own garage in 1906 and building three wheeler sports cars, with the two front wheels either side of a Peugeot engine (Ford from 1950). Coventry Climax, Ford Anglia, Standard Vanguard, Triumph TR and Rover V8 engines have all been used in the four wheeled Morgans built since 1936. Still built proudly in Malvern Link, Worcestershire, as you drive into Malvern the town sign even features an image of a Morgan car.

William Morris (later Lord Nuffield) began making cars in 1912. The Morris Minor of 1949 looked modern but still had an old fashioned side-valve engine. Power output grew from 28bhp but was only 48bhp by 1971. No wonder my Cousin told me he wished his went as fast as my Ford Escort!

The Morris 1100 (and 1300) of 1962 to 1971 had much in common with the Mini, but had hydro-elastic suspension. I remember accompanying my Mum when she test drove an 1100, and it made it up the steep lane to the top of the Lickey Hills, so it couldn't have been too bad.

Electrical manufacturers Mors had an employee, Henri Brasier, who built a steam powered three wheeler in 1887, raced a Panhard & Levassor in the 1895 Paris-Bordeaux-Paris, and designed their own car in 1896. Racing cars with engines over 10-Litres were built, as were more ordinary saloon cars, many being designed with support by Henri, even after he left the Company in 1901. In 1908 a 12.8 Litre Mors was entered in the French Grand Prix, but the event was won by a 9.6 Litre Austin. In 1922 Mors was sold to Citroen and the last Mors was made in 1925.

As the name suggests, Moskvich is a Russian car maker who began building 'borrowed' Opel Kadett designs in 1947. The Moskvich 408 saloon and 426 estate built from 1964 to 1971 were reputedly crude and basic but lasted for ever and could touch 80mph. From 1969 to 1975 the 412 saloons and 427 estates had an engine design thought to be copied from BMW and topped out at 90mph. Due to their subsidised low price, racers like Tony Lanfranchi used them to win price-category races in Britain, ➡➡

but the cars were apparently still terrible and the importers did much better when they swapped to bringing in Ladas instead.

Warren Mosler founded Consulier Industries in the USA in 1985, and it was spun off as Mosler Automotive in 2003. The Company continued until 2013, with additional UK facilities in Cambridgeshire. The MT900R was successful, winning it's class at the Daytona 24 Hours, The British GT Championship, the FIA GT Tourist Trophy, The International Open GT Championship, Britcar Championship, and Spanish GT Championship.

MTX of the Czech Republic have made some interesting cars, including a Skoda-based beach Buggy, a rail-type buggy with a Lada engine and the UAZ military parade car.

Frank Kurtis had already built winning Indy 500 cars before building road cars from 1950. He sold the factory to television set tycoon Earl 'Madman' Muntz. The Muntz Jet was built in California from 1950 to 1951 then in Illinois until 1954.

MX Cooperation of Lichtenstein was founded by Xavier Jehle and made off-road cars with Citroen 2CV components. The good news for local sixteen-year olds was they were allowed to drive them as they were classified as Jeeps.

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

1. Tamiya 1/24 McLaren Elva Kit Undisclosed offer above £608.72 (302125498058).
2. Slot Classic Morgan Plus 4 Kit £424.68 (222332476378).
3. Scalextric James Bond Mercedes SL190 Baddie Car £346.90 (152343538227).
4. Monogram MGA Sports Kit £324.64 (232192178893).
5. PRS Jagermeister Mini Cooper Pickup £299.00 (311653360345).
6. Probuild Mercedes Renntransporter £295.00 (351873146860).
7. Renwal 1/25 '66 Mercer Kit £284.06 (162330138773).
8. Tomy AFX HO Nissan March 86-G £274.22 (252675073073).
9. Scalextric Exinmex (Mexico) Beige/Blue Mercedes Benz 250SL £264.34 (272516178018).
10. Scalextric Exinmex (Mexico) Blue Mercedes Benz 250SL £232.91 (162346195127).

Monthly eBay Top Ten

1. Cox 1/25 Ford Galaxie Kit £1,562.37 (291997293060).
2. Carrera 1/32 Digital Track plus 8 Cars £1,237.72 (252712836588).
3. Tyco AFX HO Model Motoring 14 Cars £1,217.43 (112256132452).
4. Scalextric Super 124 White E-Type Jaguar £883.55 (142232239763).
5. Scalextric Jadlam Digital 4 Car Set £799.95 (401025072860).
6. Scalextric Digital Platinum 6 Car Set £771.03 (282276628421).
7. Cox Blue La Cucaracha £698.00 (332090731623).
8. Scalextric Super 124 Lotus Indianapolis £696.86 (132058766652).
9. Carrera 1/32 Digital Track plus 19 Cars £645.24 (182411028903).
10. Monogram 1960's 30+ Chassis Collection £616.83 (282307609868).

Digital sets are starting to show strongly in the Top Ten this month. Carrera are going from strength to strength, and this is only likely to continue now that competitors Revell and Ninco have ceased the manufacture of slot cars. A worrying trend perhaps, as it gives us less choice in the market, and Carrera do seem to have a strong retail presence in the UK at present, only second to Scalextric and there are even some retailers where there is no Scalextric presence, but there is Carrera. More worrying, perhaps, is the additional competition from Anki Overdrive, a kind of radio controlled robot car that appears to drive itself not as much fun though, surely?

I don't think demand for slotcars is reducing, but supply to the market does appear to be, unless the bulk is going online? We called in to our local Garden Centre recently only to discover they had stopped selling Scalextric and Hornby, and had apparently returned their remaining stock. Hawkins Bazaar appear to be doing a roaring trade selling off Scalextric cars at half price at present, amongst rumours that they are to stop stocking them.

The problem is this could be a self-fulfilling prophecy if shops stop stocking slot cars then parents won't buy them for their offspring and the market will then decline.



Perhaps we can gain solace from the re-appearance of Vinyl LP Records in the supermarkets recently? Perhaps this nostalgic realisation that the old ways were the best will extend to slotcars and expensive digital systems will be scrapped in the revelation that analogue cars without magnets give a much better racing experience and require more driving skill or perhaps I'm just an old stick in the mud?

I did enjoy a recent digital racing day at the home track of Paul from Bearwood Scalextric Club, expecting racing to be more equal than usual as the cars were provided, only to be scuppered by my lack of knowledge of how to avoid and cancel extraneous "penalties" and getting frustrated by a spiteful competitor gleefully holding my crashed car in mid-air refusing to put it back on the track until I pressed the "track call" button on my hand throttle, thereby incurring an extra penalty even though I had been knocked off the track by another car!

At one stage I was racing around the track pointlessly as the system was not recording any of my laps due to mythical un-cancelled "penalties". Then I discovered when we swapped cars later, that different cars had been set up with different fuel efficiency factors too, so where I had to pit every three laps or so to refuel, other cars could travel for five or six laps without a stop!

Needless to say, I won't be going digital at home anytime soon, although I can see an advantage of digital in that you can knobble the performance of the car driven by the fastest driver to give slower drivers more of a chance but then you can do that on an analogue track by giving the faster driver a slower lane or slower car anyway.

Perhaps the installation of traction magnets in slotcars has made digital necessary to add back in the element of uncertainty that is missing because with magnets the cars crash less often?

It would probably be a lot cheaper to just take the magnets out?

Anyway rant over for this month, see you all next time! ■