



**No. 418 JANUARY 2017**

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## **Diana Francis - Honorary Life Time President** **Normal Service Is Resumed**

**H**ello and Happy New Year to you all, having hopefully renewed your membership, this is the first of another twelve months of the NSCC Journal, and the start of my ninth year as Editor!

So having had almost two weeks off this Christmas, as I write this I am relishing the prospect of returning to work (if only!) for another year of fun and excitement, still I guess it pays the bills and allows me to support my hobby, you never know my current site may actually get finished this year?

This Christmas, Santa brought me little, in fact nothing slotcar related although given my accumulation of cars last year this is perhaps a blessing as to be honest, space and in particular storage of slotcars is potentially becoming a concern and I may have to think about getting the twins to share a room at some point in the future (only joking Ciaran if your reading this) or alternatively ask the wife if she minds having some of my "collection" around the bedroom?

By the time you read this the first of the 2017 swapmeets will have been and gone with no doubt more purchases made, this of course will be followed by the Milton Keynes Swapmeet on 12th February which I still have the pleasure of organising, so if you want a table please do get in touch with me, if I haven't spoken to you already, we have already got a lot of the regular traders attending and of course there is a Limited Edition car for the event.

Of course at both events we will have the new Club car for sale, being the Teamslot Escort and we have started shipping out those postal orders by the time you read this, now that Typhoon Slots has got his own Christmas orders etc. out of the way, something which I am sure you understand had to take precedence pre Christmas as it is his livelihood afterall.

So let us all hope 2017 brings us all plenty of new slotcar releases and hopefully sees an upturn in the fortunes of some of our favourite slotcar manufactures as well, see you all soon.

Until next month.

Jeremy



# MESSAGES

## FROM MARGATE

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

By Pete Simpson

Once again I start the month's report with information gleaned from the Test Track section. Apologies to all those who have already visited the Scalextric website and so will have seen these couple of announcements, but for those that haven't, here are two new mouldings for 2017. The first is another GT3 car, this time from Mercedes but for this first release we can expect a familiar livery. There must be a few out there regretting the choice of a single theme for their collection as this one has really been exploited. The second is the successor to Ford's GT40, the MkIV.



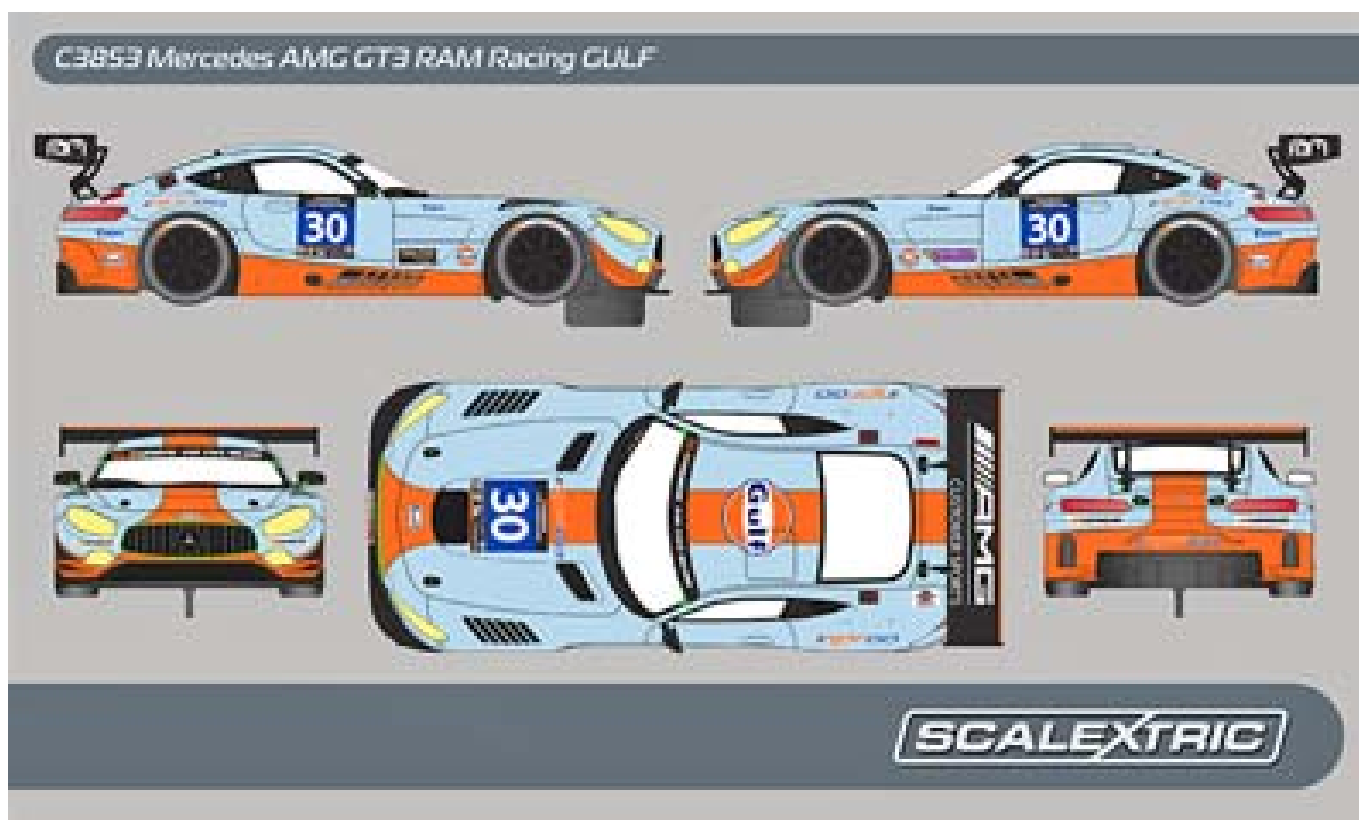
at least seven teams so we should get numerous other attractive liveries in addition to the Gulf version initially announced.

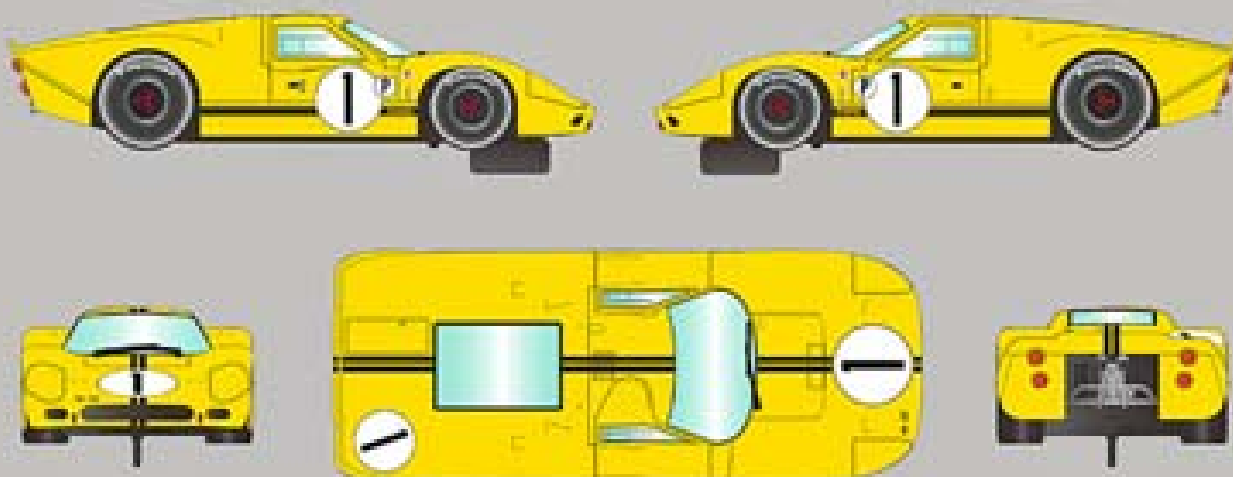
### AMG GT3

The Mercedes AMG GT3 racer has been run in the Blancpain GT Series Endurance Cup by

### Ford MkIV

Scalextric obviously have great confidence in their ability to improve on the previous efforts of





other manufacturers but it's doubtful if the recently announced Ford Mk4 will be able to outperform the NSR version or look significantly better than the MRRC releases. It could be considered a strange choice of model, considering the relatively few examples of the prototype that were produced and that they only competed in two races at the time of manufacture, but it has now been several years since the comparable MRRC versions were readily available so dedicated Scalextric fans will have an opportunity to complement the earlier GT40s from their favourite manufacturer. The first release, C3859, represents the sole entry for the 1967 Sebring 12 hour endurance race, chassis J4, just a week after the sister car, J3, set the 5th fastest lap at the Le Mans test day. Driven by Bruce McLaren and

Mario Andretti it beat the older GT40 MkIIB of A.J. Foyt and Lloyd Ruby by 12 laps.

The preliminary artwork shows a car that appears to be a composite version of the various models: the straight body sides and the twin NACA ducts below the screen replicate the Le Mans cars whereas the air vents beside the headlamps are correct for the Sebring car, although the front wheel arch lips of that entry are absent. Doubtless there will have to be some compromises but, if no tooling inserts are used, the overall shape looks encouraging.

Maybe 2018 will witness the results of tooling modifications to produce the initial three J-Car development models, chassis J1 to J3.

Unfortunately the technical data on the Scalextric website doesn't state the motor⇒⇒





orientation so we'll have to wait and see how current design philosophy has been implemented. However, based on current practice, it's likely to be in-line with a low profile driver pan to permit upgrading using a 3D printed chassis: see below for justification of this assumption.

This just leaves the question: who's going to tell Scalextric that it isn't actually a GT40?

Another of the 2017 cars announced in December was the MINI Cooper F56 of Luke Read in which he contested the JCW class of the 2016 Mini Challenge finishing in 16th place. This model clearly demonstrates the advantages of decals over tampo printing when all enveloping

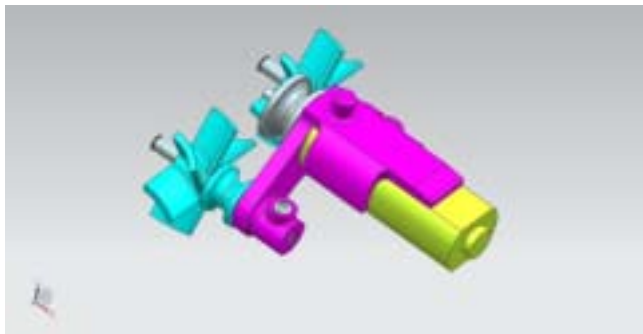


designs are required. Since, as stated above, the Scalextric website no longer details motor orientation I can reveal that this will be in-line and an upgrade chassis is available from Shapeways for just under \$20 including postage. Whilst searching Shapeways, I also found a company that produces a 3D printed kit to produce a Chaparral 2J. An accessory kit even includes a separate motor assembly to drive the two rear mounted fans.

Apologies for the deviation but if Scalextric can't provide sufficient interest on their website then potential customers may look elsewhere. Have a peek at CG Slotcars at [www.changing-gearz.com](http://www.changing-gearz.com). I've not completely lost the plot as I can also reveal that CG can supply 3D chassis to upgrade those old NASCAR models. Gosh, BMW MINIs are just too inspiring.







### **Mad Max**

Now I must confess to having possibly, inadvertently misled members last month with regard to further releases of the Mad Max Interceptor. It seems that the second run to which Scalextric referred may not be additional production of C3697 but of the car as it appeared in at the beginning of MMII, Road Warrior. Again, for more details see the anticlimax below.

### **Third Time Lucky**

And now the big announcement, I managed to cross the threshold at Sandwich and met with the latest Scalextric employee to be responsible for the marketing of our favourite toy: the third candidate of 2016. As Ricky Black is very busy the only slot available for a meeting was 3:00 pm and even during my visit Ricky had very little time to spare. I therefore took the advantage of photographing the first of the 2017 cars that



have already been approved and are anticipated for release in the next quarter. Hornby are now a bit sensitive about providing access to their office area so I couldn't use the previous test track but, as Hornby have co-sponsored a play room within the building, I was able to take advantage of this new facility. Actually the light was much better, off-setting the disappointment of not being able to talk to the design team. As I've been asked not to reveal any photos until the catalogue is released I'll just sneak in a photo of the box with which I was entrusted, I've obscured one model as it wouldn't be appropriate to reveal any details at this stage. Don't get too excited about the two McLaren P1 models, they are destined as set cars so will appear as SR versions: Ricky hadn't realised that these were HD versions so wasn't





aware that they are unlikely to retain interiors or clear glass. Or maybe SR cars will gain the additional detailing.

Ricky was certainly enthusiastic about liaising with the NSCC and all the other Scalextric clubs but has a bit of catching up to do in order to appreciate the club scene, collecting and technical aspects of the hobby: doubtless this will develop over the next few months as his knowledge of slotcars increases. In the lead up to the 2017 releases Ricky was unable to reveal too much so we'll have to wait until mid January for the release of the catalogue for full range details. However I can confirm that it will be A4 in landscape format.

In the meantime, for those with the ARC APP installed on their mobile device, keep an eye open for an update to the listings: surely after last year's pitifully delayed update we may be treated to modern technology in a more timely fashion. Free marketing of the entire range to anyone that's taken the trouble to download the App – don't be silly! We'll start the clock on January 1<sup>st</sup> and see how long it takes the new, fully engaged team, this year.



## MM2

With regard to further Mad Max releases, Ricky was not able to confirm what is planned: there may, or may not, be a second production run of the first car and there may, or may not, be a new version of the Mad Max II car. Indeed, Ricky seemed surprised that I was aware of a different version of the model as he was unaware that Hornby had donated a prototype MM2 bodyshell to the NSCC Weekend auction in November 2015. Ricky couldn't confirm that any model will be released in 2017. Maybe there's some concern that the sales potential might not be sufficient to justify a second Mad Max car!

## PC but not R

The cars will continue to be developed with the aim of upgrading using Slot.it parts but the chassis will not be available from Scalextric. Although it was not clarified it seems that third party printers, such as Shapeways, will be relied upon to produce the upgrade chassis to accept readily available tuning parts. Previously some of these replacement chassis have been designed by Slot.it but continuation of this arrangement could not be confirmed by Ricky. A search of Shapeways shows just how many other designers can also provide aftermarket chassis, similarly accepting Slot.it parts. As I've related in the past, these chassis, and the associated tuning parts, don't come cheap but if the desired model is not available in a competitive form elsewhere it can provide a unique race entry. My own Bentley with Slot.It parts provides an interesting contrast to the usual range of GT racers, even if it did cost nearly as much as the other three cars on the circuit! There is a



Pro Chassis Ready (PCR), the brand new concept from Scalextric that allows users to build and race performance parts from Slot.it

Only licensed PCR chassis are available. PCR chassis are made from a high quality, high strength plastic which is designed to be used with Slot.it parts. PCR chassis are made from a high quality, high strength plastic which is designed to be used with Slot.it parts.



possibility to offset some of the cost by buying the base model at a discounted price: once no longer in the catalogue Hornby often sell them pretty cheap.

### **ACO**

Some readers may have spotted the stylised 24hr logo on the Le Mans set, C1368, which I showed last month. As this appears to be an Automobile Club de l'Ouest logo I asked Ricky if licensing had been agreed and, if it had, why the actual ACO logo had not also been included. Of course, if a licensing agreement has been reached, future Le Mans models might appear with the correct entry identification. He was uncertain about the situation but offered to check and confirm how things stand.

### **2017**

I'm now confident that next month "Messages" will return to the halcyon days of 2015 with photos of the approval models for the first



quarter already available to provide content up to Easter: if all goes to plan, a February meeting should then provide an opportunity to expand the library further into articles stretching to Gaydon. We're on a roll!

Oh, and just for the record, Mr. P. I've got less than 164 models to build. Possibly even two fewer by the time this is published unless the next three Chase kits have arrived! ■





Welcome to the January 2017 Carrera Corner, and Happy New Year to you all, collectors and racers alike.

We have news of the latest limited release car which is the “Audi RS5 Retro DTM-M Ekstrom Ltd”. This is a 1:32 scale, digital car limited to 1,999 pieces globally and the UK allocation is very small. The reference number is CA30761.

The car represents the Audi RS 5 DTM sporting the 1990 V8 Quattro livery which celebrated an anniversary at Norisring on 26<sup>th</sup> June 2015. (The Norisring is a street circuit in Nuremberg, on the former Nazi party rally grounds. As the city’s German name Nürnberg would lead to confusion with the already famous Nürburgring, the old name Noris was chosen for the track which is nowadays approximately 1.4 miles long).

Audi’s Norisring race weekend in June 2015, marked the 25<sup>th</sup> anniversary when Audi, on making its debut, won the Nuremberg city street race for the first time, with Hans-Joachim Stuck at the wheel of the Audi V8 quattro. Two time



DTM champion Mattias Ekström competed in his Red Bull Audi RS 5 DTM sporting the race car livery from those days as our picture shows. Mattias Ekström put in a strong performance in the race, only on the penultimate lap did the Swede have to admit defeat to Bruno Spengler’s BMW that was 32.5 kilograms lighter, after both had been fighting a gripping duel throughout the race.

Audi invited several of its former drivers to attend the Norisring race to celebrate the anniversary, and Stuck performed some demonstration laps in the 1990 car.





The fact that this is a Limited Edition will be reflected in the price you will have to pay, if you can find one. At the time of writing, I have seen the model, with its cool retro livery, listed at £71.99.

Thanks to Pete Binger of The Hobby Company Limited ([www.hobbyco.net](http://www.hobbyco.net)) the UK distributors for Carrera, for his help in compiling this column. There will be more new models from Carrera next month, in the meantime for the latest news, you can follow Carrera on Facebook via “Carrera UK Slot Racing”. ■





Welcome to the first Fly on the Wall for 2017. This month we have news of new trucks and cars.

Three Limited Edition trucks were commissioned by a Madrid enthusiast, Mr. Blanco, who unashamedly aims them firmly at the US Market. The UK distributor nearly always manage to secure a handful of each for the UK from Mr. Blanco but they do carry a price premium which is out of their control.



First we have the “SISU Race Truck, Cartoon Dog Edition, US Limited Edition”, featuring Scooby Doo. The reference number is FS201303. I know it’s not a real livery but these US commissions are only going to be available in small numbers, and there seems to be no shortage of collectors wanting them. The model is based on an episode that featured a truck driven by a ghost and Flyslot have duly modelled a spook behind the wheel.

The other recent Limited Edition US⇒







truck release is the bright yellow MAN TR1400 race truck decorated in current favourite characters; Minions! It was only a matter of



time before one of the slot manufacturers produced a Minions livery but I think it was odds on that it would be Flyslot via Mr. Blanco! The reference number is FS203709.

Also, just announced is a striking Black, Martini Liveried, Mercedes Truck. We have a picture of the model but no other details yet. It has reference number FS202312.

We have news of two Porsches from Slotwings: these being reference: SLW044-03 Porsche 911SC from the Rally de Espana Historico 2012 driven by Sainz/Moya followed by reference: SLW065-05 Porsche 935 Martini from the Silverstone 6hrs in 1976 piloted by Ickx/Mass.







The Carlos Sainz Porsche 911SC is from the 2012 Espana Historico Rally. Sainz won this event partnered by his long-time co-driver Luis Moya. The Ickx/Mass Martini 935/5 features the huge rear wing and a re-designed front bumper/spoiler which has been moulded in resin.

Following on with reference: SLW045-02 March 761 from the 1976 Italian Grand Prix driven by V. Brambilla.

Slotwings have announced this, a limited run of the Beta March 761 that the late Vittorio Brambilla raced during the 1976 season. Vittorio Brambilla (11 November 1937 to 26 May 2001) was from Italy, he raced for the March, Surtees and Alfa Romeo teams. During 1976 he suffered several accidents and mechanical retirements, collecting only one point at the Dutch Grand Prix. He qualified his March in eighth position for the United States

Grand Prix West. In the race Brambilla was tapped from behind by Carlos Reutemann before they reached the first turn. He lost the right rear wheel on his March on the 35th lap of the race after holding fifth place for a time. In the Italian Grand Prix, he finished seventh, just out of the points.

Although it has been done before, that model featured the high air box, whereas this one is from later on in the season when the FIA banned the sometimes hideous looking boxes that were appearing on top of the engines. There are also subtle changes in the decoration which I'm sure will be enough to warrant it to still be collectable. These models are great performers on the track and the perfect match for the FlySlot Brabhams. We have pictures of the previous release (the car as driven in the US Grand Prix West) and the real car which is the subject of the latest release.

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](http://www.gaugemaster.com) or follow Fly on Facebook.

Finally, Happy New Year to all you collectors and racers, hopefully 2017 will see plenty more new and exciting releases to come from all the manufacturers. ■



Ciao everyone and welcome to this New Years' edition of Forza Slot.it. I doubt if I will be the first to say this, and a bit late I guess! But "Happy New Year" to you all and I hope the fat red bloke bought you something nice and Slot(.it) related on the big day? Alternatively, maybe you have spent a bit of Christmas cash/slotcar tokens on something nice in the slotcar dealer's sales? Either way, I hope you all had a great festive break and got something new that you were after, slot or not! Now for the bad news...save some of that money to pay the credit card bill that will follow shortly by the time you read this!

Since my last ramblings I've had several emails directly from Slot.it and Terry with lots of interesting and relevant information so I will bash those out now. Some items now out of production, so if you want them then you may wish to get hold of them sooner rather than later:

PA16 - Wheel insert, OZ type, black, for PA17/24 (4x).

MN08c - Boxer/2-21,5K closed can, silicon cables, heatsink tech.

MX12-1 - V12/3-19.5K motor no pinion, no silicon cables.

And a changed item:

CH84 - LMP screw pick-up for wooden track with the classic pick-up screw.

Some news on the Slot.it ProAxle system KK kits which I will quote directly from the email concerned: *"As you know, the 'KK kits' all come with wheel inserts. As it happens quite often, sales of certain kits are delayed as we sometimes miss the appropriate wheel insert. Thus, sales are delayed significantly. Further, in most cases the end user will want to use wheel inserts other than the ones we put in our KK, to match the front wheels of the car that he plans to use*

*the kits for Therefore, we have come to the conclusion that it would be better to remove all wheel inserts from every KK kit. Here the list of all updated codes:*

*KK01b, KK02b, KK03c, KK04c, KK05b, KK06c, KK07c, KK08b, KK09d, KK15b."* so that should be clear enough then!

Production code: PA67c-promo  
Description: Torx T3 dynamometric key with adjustable torque + 5x torx screws  
New product



The inner spring may be easily adjusted.  
The new material makes it very resistant to wear.

Pack includes:  
1x Torx T3 dynamometric key  
5x Torx T3 screws



Slot.it currently have a special offer on what is potentially a useful tool for all of us. Again I will quote from the quite animated email concerned: *"Slot.it special offer!!! PA67c-promo Adjustable torque Torx T3 screwdriver with 5x Torx screws. Promotional code that replaces temporarily PA67c. It includes 1x PA67c + 5x Torx screws (see picture) Same price of PA67c!!!! This offer will be available just until February 28th! Moreover we've been able to reduce price of PA66 Torx T3 L3mm screw (10x)."* A ferret round the web shows the retail price for PA67c seems to be £14.75 but you can pick it up for around £12. The torx screws seem to retail at £8 for 10 (£6ish after discount) so quite a good saving I guess if you are in the market for this kind of tool. I did not find the promo pack listed by any dealers at the time of writing this article so you will have to enquire directly with your preferred supplier for availability and price of this product.



Slot.it are discontinuing the EVO4 side and anglewinder motor mounts. Therefore, CH29 - CH62 - CH64 EVO4 motor mounts are being removed from the current spare list:

CH29 is replaced by CH61 Anglewinder motor mount 0,0mm offset - EVO6 - HARD.

CH62 is replaced by CH67 Sidewinder 0.5mm offset motor mount - EVO6.

CH64 is replaced by CH65 Sidewinder 1mm offset motor mount EVO6.

This also applies to any other products which may include the EVO4 version of these motor mounts:

KK11 Anglewinder conversion kit.

KK13b Sidewinder 0.5mm offset conversion kit.

KK12b Sidewinder 1mm offset conversion kit.

CH31c Ready to Run HRS2 chassis, 0.5mm sidewinder.

CH33b Starter Kit Sidewinder HRS2.

As with CH30 and CH82 motor mount, the EVO6 version can be turned into an EVO4 version by cutting off the two side screw posts.

Perhaps of more interest is the news that a new motor for future releases will mean that the current V12/3-29K (MX10 I believe?) will be replaced by the new MX17 that will be available

from March/April 2017. More power/performance for the racers I guess? More than enough now for most home layouts but a welcome continued improvement no doubt.

These are the latest sold out cars from Slot.it, but still available from some dealers if you check around the web, being: SICA35a Alfa Romeo 155 V6Ti #7 DTM 1993, SICA18b Ford GT40 #8 Le Mans 1968 and SICA11h Alfa Romeo 33/3 #32 12hr Sebring 1971. Other sold out items include: MX10, MY10, MN10, MS10, MF10, CH29, CH62, CH64 and O205a. Check out Slot.it's spare parts brochure (available online) for a complete description on any of the above mentioned parts and dealers for availability while they still have stock.

On top of that, Slot.it have now decided to ship the fabulous SICA35b Alfa Romeo 155 V6 TI #27 Norisring 1994 in both plain and SSD chipped formats with the reference codes CA35b-ssd and CA35b-02. A quick trip again around the web dealers who frequently get my salary dollars show none of them carrying the SSD code for this car yet, but, I expect if you ask them nicely, they will be able to supply it. ➡➡



Enough of the parts stuff and some cars to look forward to in the future being the next eagerly awaited Slot.it DTM release, the beautiful looking DTM SICA36a Opel Calibra V6 #9 car as driven in the DTM/ITC Hockenheimring 1995 race which should arrive on these shores about April 2017. At the same time, SICA36z Opel Calibra V6 white kit with pre-painted and pre-assembled parts should land too. As you all know, the first Slot.it DTM car is a fantastic drive so I am expecting great things from this new car/chassis combo when it arrives so as to have a worthy equivalent car to stick up against the Alfa V6Ti on a slot track for some good old fashioned DTM or BTCC type action. I will certainly be getting my hands on one ASAP when available and will let you know my thoughts in due course. Hmmmm, perhaps the current Scalextric circa 1990's BTCC cars with some PCR or independent printed chassis with Slot.it race part upgrades would make up an interesting slot car series/ group/ class at your local slot racing club or home circuit? Maybe I should challenge Pete (Messages From Margate) Simpson to a race "sometime" in the future? Who knows?

Continuing the theme of what is to come in the near future, the next Slot.it Alfa Romeo 155 V6Ti will be the predominantly white with mainly green and red graphics and a splash of black sills and rear wing from the DTM 1994 Nurburgring race #26 as piloted by Carsten Struwe. Perhaps not the best known of DTM drivers or liveries but it is certainly an eye catcher and we know it has the performance, so on a slot track near you soon then? Perhaps not as the expected release date for this model is April 2017 with a Reference No. of SICA35d



and, as per the previous releases, the option to upgrade to Slot.it's excellent 4wd system. However, in the shops now if you can't wait is the all white Alfa Romeo V6Ti kit, reference No. SICA35z, for you to create your own real or fantasy liveries. Now if anybody out there has upgraded a Slot.it Alfa to 4wd then please write in and let us know! I don't even know what parts to order. Perhaps Slot.it should knock up a kit with all the relevant bits in for the conversion so as to save me/us the time to figure it out and then, in my case, probably order the wrong bits anyway!

Moving swiftly on and, perhaps, even more eagerly anticipated is the next Slot.it classic type release of the Matra-Simca MS 670B, #10 as raced at Le Mans in 1973 by two famous French drivers being; Jean-Pierre (Maurice Georges) Beltoise and his brother-in-law, a certain François Cevert. With a reference No. of SICA37a we can expect this car for about April 2017 (as well then) so not too long to wait. At first glance the model would appear to be the same as the earlier SICA27a/b/c variants but according to the information Terry has supplied me with, this is completely new body that has been designed on the car that raced in 1973 as opposed to the 1974 cars already released. However, the chassis (CS27t-60) remains the same as the earlier version Matra 670B already released. Now I have already invested in the first three cars as well as some rather nice LMM Matra team figures that go superbly with the afore mentioned cars to make up a fab little diorama to be added to any model circuit. All I have to do now is find some room for them! I guess an extra car or two will make that task easier then? A white body kit is planned with code SICS37b for release at a later date for anybody wishing to create further models of

their own but I'm hoping Slot.it will do that for me! I have several projects/kits as "WIP" that may never get done and I am still buying and painting figures for my layout as time and light (painting in winter daylight or artificial light is just not good!) allows.

So with all these new bits, deleted stuff, sold out cars and cars in the near future has anything actually landed in the dealers recently that can be purchased? Well the good news is yes, the bad (for me anyway!) is that it is the next McLaren M8D Ref SICA26e #5 which finished 1<sup>st</sup> in the Watkins Glen Can-Am race of 1970. Sadly, this fabulous Slot.it model just does not hit the spot in my eyes I'm afraid. Now I know that it was driven by the legendary New Zealander Denny Hulme and originally developed by the equally famous New Zealand race car designer, driver, engineer and inventor Bruce McLaren but, now I do have one of these models in my collection, being SICA26c, and it is a marvellous car to zip round the track with all the usual Slot.it par excellence features and I'm sure it is a much prized car for many people out there, so now you have another one to add to your collection, enough said by me, enjoy.

Other news? None. It's that time of year when with Christmas, New Year and the impending annual international Nuremberg Toy Fair in early February that it all goes very quiet on what is to come from all the manufacturers so I have no more information at this time. Therefore, that's it for now but "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.



Hold the press! Just as I was about to hit "Enter" to send this month's copy to Jeremy I received this email directly from Policar about the release of the iconic Lotus 72 in JPS colours. As mentioned in previous column inches (or should that be cm?) then this is a longtime favourite of mine so I may just be off to order one now! In at least one dealer I frequent at a list price of £54.95 but available for around the £44-45 price mark with discounts that are available. So, I will leave you with a quote from the Policar email that I think sums up the story of the Lotus 72 quite well: "*The Lotus 72, designed by Colin Chapman and Maurice Philippe in 1969 and refined into 1970, is one of the most important and iconic models in F1 history. It was a great technical achievement and was developed and raced until 1976.*"

Like all the cars made by Chapman it set new standards in innovation: inboard brakes, side mounted radiators, torsion bar suspension, motor air intake positioned high beside and then above the driver's head, wedge shaped nose. The chassis featured a stressed engine, as did the Lotus 49, and the whole package was years ahead of the competition. Driven by Jochen Rindt and Emerson Fittipaldi, it helped both conquer the F1 Driver's World Championship, twice, as well as bringing home three F1 World Constructor's titles for Lotus.

Official Lotus drivers for 1970 were Jochen Rindt and John Miles. Rindt quickly put his talent to good use and thanks to the Lotus 72 potential quickly won the Dutch, French, British and German GPs, before dying in a qualifying crash in Monza. He was replaced by Emerson Fittipaldi, who won the US Grand Prix thus helping Rindt win, posthumously, the World Championship. Lotus also won its fourth Constructors' Championship. This model reproduces the Lotus 72 in which Emerson Fittipaldi raced at Monaco in 1972." ■



# Festive Slot Car Market 2016, Coventry Transport Museum

By Graham Pritchard

With this year's event finally making it onto the Coventry Transport Museum's own website and with Santa attending also, but perhaps thinking "why did I have to stand here with these then?"



All of this extra publicity helped make this year's event even better than last year's as you could probably tell by the abundance of visitors who were busily wandering around the swapmeet areas spending their money with everybody or having a go on David and Guy Jessett's brilliantly executed "Silverstone" Digital



Scalextric track that was also at the UK Slot Car Festival at the British Motor Museum, Gaydon, earlier this year as you will no doubt recall. But it has now been altered to include a working pit-lane together with fully landscaped infield areas and they really do set the whole thing off rather superbly now I think as you can see here and it was also their turn this year to set up in the "transporter" area of the room but as to exactly who has been just been "beamed up" I'm not really sure to be honest.

Loads of your favourite traders were to be found here as well as Slot Track Scenics with the







likes of Mark Scale of Scale Models, Robert Campling, Phil Smith, Pendle Slot Racing, Roger Barker Slots, "Scrapyard Paul" Blows and regular swapmeet attendee from overseas "JP" and some of his family from "Model Racing World" from Holland to name but a few and "JP" also took a liking to a couple of my resin creations as you can see here, but then again I also liked the look of this one that he had for sale but unfortunately he wouldn't swap it for my two no matter how many times I asked him



and if I understood "JP" correctly then there are now only twenty of this particular model in existence as the mould failed rather more quickly than was expected so if you are lucky enough to have one then maybe it's now worth even more than you first thought?

Also there were "Slot Car Magazine" which as you probably know already, I write the odd article for also, together with the "NSCC" who were also selling/ "facilitating collection of the pre-ordered ones" of their latest "Club car" which is this very nice metallic dark green and gold Limited Edition of 200 Teamslot MK2 Escort RS2000's that Steve Wright of "Staffs Slot Cars" had helped get produced for them and the race number by the way of 20 is⇒







because it is the 20th Club car that the NSCC have produced in their 30 odd year history but does anyone have them all I wonder?

I also had a table there with my “swapmeet regular” Steve Beach from our Club and my latest resin creations attracted quite a bit of interest as well to be honest like these for example which would work well if your Club’s track had these particular lane colours for example, but as we were so busy with the visitors and the various people that we know from doing these type of events now for the last few years then I never got around to taking any photos of the event when it was at its busiest, and nor of



all the real cars in the Museum apart from these two that is that were in the garage / loading bay when we were loading our boxes into the trolleys ready to go into the car lift to save us having to carry them upstairs ourselves, now where else do you get service like that then, eh? But never mind, all in all we had a really great day and we both came home with more money than we took which also makes a nice change too!

So, many thanks to the “UK Slot Car Festival team” of Sean of Pendle Slot Racing, Roger Barker, Mark and Julie Scale and we hope that you will be doing it again next year? ■





Welcome to 2017 and a Happy New Year to you all. This year will see the arrival of the first new model from NSR for a few years with the last being the ASV GT3, because it wasn't licensed by Aston Martin.

The Corvette C7R is fully licensed. The first



car is the yellow test car, the next is the red test car. Some of you may have picked one up from the Swindon swapmeet by the time you read this? It is fitted with Angle winder 25K motor and is sure to handle as well as any other NSR car.

Finally I can show you production pictures of the new Corvette from NSR, and I can report that NSR0023AW will now appear as a yellow test car, a more suitable colour for the model than the originally planned silver finish for this release! As far as I am aware NSR0022AW⇒⇒





will remain as the red test car and its introduction will follow this one. It's great to finally see this car come to the market, and while some will wait for the liveried versions many racers I'm sure will want to get their hands on this much awaited new GT3 model.

The two Audi R8's are two new liveries, which are very similar numbers 74 and 75 fitted with Angle winder 25K motor. Due just before Christmas this pair of Audis raced at the French round of the 2015 Blancpain GT Sprint series, held at the Nogaro circuit. The cars represent the two team cars but I am not so sure that many would want both so I understand Gaugemaster have decided to just bring in car number 74 NSR0028AW in any numbers, with just a handful of the 75 car NSR0029AW. Of course if you do want to order a lot more of 0029AW they and NSR will be only too happy to hear from you!



Now I don't normally get that excited over another Mosler MT900R but for some reason I quite like this version sponsored by KIA. The real car entered by Balfe Motorsports was raced in the Blancpain GT series during 2005. Driven by the British pairing of Shaun Balfe and Jamie Derbyshire they took four class wins in this car including the TT held at Silverstone. The model like previous Moslers will be offered in Anglewinder and Inline motor configurations in both Evo 3 and Evo 5 versions but Gaugemaster will only be bringing in the Evo 5 version NSR0031AW in any numbers with all other available to special order. There are three other Moslers available to order only, these being NSR0030AW Mosler MT900R - 2005 Blancpain series - Evo 3, NSR0030IL Mosler MT900R - 2005 Blancpain series - Evo 3 and NSR0031IL Mosler MT900R - 2005 Blancpain series - Evo 5.

Many thanks to Terry who is the brand manager at Gaugemaster the UK importer for NSR slot cars. ■



I hope that you are all well and fully recovered from the Christmas and New Year festivities. By the time, you read this Christmas will have been and gone followed by another excellent Swindon Swapmeet. It was a quiet Christmas in our house with no slotcar items in the sack this year although bearing in mind the rest of the year that might have been asking too much.

However, during the Christmas holiday period in between the mince pies and Christmas pudding a couple of things caught my eye. I would imagine many of you will have seen the TV programme on Channel 4 'The World's Most Expensive Toys'. If so you will not have failed to notice the 'Slot Mods' slot car track that was purchased by one wealthy owner in the programme. I had come across these extremely expensive but highly detailed circuits before online on the 'Slot Mods' website. They certainly are magnificent but at some cost with some of them being sold for hundreds of thousands of dollars.

There are several ways of looking at it of course. They do appear massively overpriced with what must be a large profit margin. On the other hand, as collectors we are all aware that an item is only ever worth what a person is prepared to pay, so are these circuits priced right for the market that they are sold on? Also, when we build our own circuits, we would never

calculate the cost of our own time in putting them together which we would do if they were a commercial venture. They are certainly very special and wonderful to look at.

On the other hand, what does it say to the public about our hobby. Does it say that you need lots of money to fully enjoy what we do or should we be thankful for the exposure and celebrate the fact that somebody has made a successful commercial venture from the hobby? I will let you all make your own minds up about that one.

Moving on to another subject that I have mentioned before is the way in which Scalextric as a brand has permeated the public consciousness not just here in the UK but in other parts of the world too. This was brought home to me very recently when I visited my future daughter in law's family in the town of Caceres in Spain at the beginning of December. During the stay, we visited a local Supermarket and I noticed a large children's carousel outside the store with the words Scalextric in large letters on the sign at the top of the carousel (as you can see from the photograph below). There were even slots painted on the black road underneath the cars on the ride.



It was amazing to see and it illustrates just how much the term Scalextric has become part of the public consciousness of Spain. Hardly surprising when you consider the history of the brand in Spain and all the other manufactures that have come along since.

⇒⇒



This got me thinking once more about the future of Scalextric and its current custodians Hornby. As you know Hornby have financially restructured last year at a time when the hobby faces many challenges. They need to connect with collectors who after all are their biggest supporters not only with considerable disposable income but with an unrivalled knowledge of the brand. Their continued support of the Hornby weekend in Ramsgate was good to see as the relationship between the Club and Hornby is as important for Hornby as it is for the Club. Let's hope that this is a sign of things to come, and I can state we are doing our best to reach out to Hornby and to re-establish our "special" relationship, something which does appear to be working in that at least Peter Simpson is again back on track with Messages from Margate.

We of course as a Committee are liaising direct with the representatives of Hornby and hope to build on the success of last year's Ramsgate weekend.

One thing is certain in my mind, whatever the future holds the name Scalextric and the brand will be around for many years to come.

With that in mind I am looking forward to what the rest of the year has in store. The Milton Keynes Swapmeet is shortly coming up on the 12th February and I am looking forward to seeing some of you there and at other events throughout the year. Should you require a table at this event please do contact Jeremy (the Editor) direct, his details are on page 1 of the Journal.

The NSCC northern Swapmeet in Leeds will once more be taking place on Sunday 8th October this year so put that date in your diary, again if you want to book a table for this event please contact me direct.

In my next Chairman's Chat, I will have more on the Northern Swapmeet and an update on the International Federation of Slot Car Clubs.

That's all until next time. ■



# BITS & PIECES

BY GRAHAM PRITCHARD



Hi everybody, I hope you had a good Christmas and New Year it actually seemed to go really fast to me as before I knew it, it was time to put “fingers to keyboard” once again to do this and on the last day as well unfortunately having had loads of time to do it previously as well, but before you ask, “No” I never got around to watching “Star Wars” once again but here’s the latest off Gareth Jones also known as “Chase Cars” on his aptly Christmas themed build of “Chitty, Chitty, Bang, Bang” (But was it even on TV this year I ask? As I don’t actually recall seeing it in the listings to be honest).

## Chitty, Chitty, Bang, Ba....(Well It Isn't Quite Finished Yet, Is It?)

Hi Graham,

Chitty has progressed a little, the 3D printed master model arrived! Here it is next to my Mini Cooper to compare the size.

The silicone mould will be next but there’s also been other stuff going on at Chase Cars’ secret headquarters; including some chassis design work for Stryker Racing and graphic design for the Manta Montage.



If the car looks familiar it could be down to its similarity to the McLaren M6 GT, but in the world of Chase Cars it was chosen because it was the starring role in 1980’s TV show “Hardcastle and McCormick”. The lead character might have had the same permed hair as the guy in Knight Rider but the red Manta Montage has none of KITT’s smart-alec attitude.

The car sits on my compact chassis that I designed for the Mini Cooper and uses Carrera Go 1:43 motor and rear axle gear. The bodyshell looks OK and the special wheels finish it off nicely but designing the graphics was a real fight. Vac form windows are done so hopefully this will be released very soon.



*I've been trying to figure out what car to do next, I like to have a few ideas on the go so when one car gets finished I can start on the next one. Trying to find something that will appeal enough to buyers is very challenging, I'd hate to be the one who puts £20,000 worth of production tooling on the line like Scalextric do when they come up with a new model!*

*More next month with Chitty on the track and hopefully the next project a little clearer in my mind.*

*Regards,*

*Gareth*

So, looks like we're getting pretty close to the end result now, but do any of you have ideas for Gareth's next car, as I'm not really into the real world as you've probably already worked out.

### **New Range Of Buildings From GP Miniatures**



OK, it's not exactly a "new range" but they are new because Mr. P. ooopppss, sorry, that's me, so I'd better call him Graham P. then, OK you



know who I'm on about really has now started to produce them in 1/43 scale as well for all those people with "Carrera GO" or "SCX Compact" stuff etc. so you could also say that they're a "GP Miniature of a GP Miniature" (or a bit like me when I stand next to him as he's taller than me).

It turns out that Graham was also mega busy in the run up to Christmas producing all of these buildings so it looks like they are going down very well with everyone then which is very good to hear after all of the effort that he has put into designing and making them.

### **New Resin Car From RS Slot Racing**

Not sure if I've mentioned this before, but my good friend Colin Spark of "RS Slot Racing" has recently launched this rather nice resin kit of an AC Ace, which as you probably already know was the predecessor to the famous AC Cobra that USA racer Carroll Shelby created out of the "rather ordinary" AC Ace and you might have seen on TV that Fuzz and Tim of "Car SOS"⇒⇒





fame recently restored the coupe version of the Ace as well, so that was good timing wasn't it?

Having spoken to Colin many times over the past couple of years about the kit, then whilst progress may have been a bit slow, the end result is certainly worth it I can tell you as getting this casting lark to come out right is not always as easy as it may look and that's even when you use the same resin as one certain "Mr. G. Turner" does but as one certain "Mr. G. Poulton" will tell you virtually anything can affect the quality/result of the casting when you're not doing this "professionally" like we are at home in the kitchen or the garage, so "yes" it can be a bit "hit and miss" at times but please rest assured that only the best ones do reach the forecourt for you to buy!

So, what do you get for your money off Colin then? Well, obviously a very nice resin bodyshell that only needs a very small amount of "tidying" in order to remove the odd bit of moulding "flash" etc. but they also come with white metal parts for the fuel cap, windscreen, headlight assemblies and bumpers together with a superb photo-etched grill that looks absolutely



stunning I think and shows the level of attention to detail that Colin has put into making this kit and probably also explains why it's taken a bit longer to come together than was expected so apologies for harassing you so regularly then Colin! And he also includes headlight lenses and a piece of clear plastic in order for you to do the windscreen itself, and all this for £24.95 although when I just looked I couldn't see it on his website so if you want one for yourself then please email him at [rsslotracing@gmail.com](mailto:rsslotracing@gmail.com) or call him on 01474 813103 BUT can you please call him during the evening please so that you don't disturb his tea.

By the way, the kit also comes with the chassis mounts already moulded in and "For the racer in you" – oops, that's actually Marc and Ric's catchphrase from "Slot Car Magazine" but I don't think that they'll mind me using it here the body on its own weighs just 18g with all of the other goodies adding around 4g approx. to the overall mass of the car, which is still very nice and light should you want to go racing with





it rather than just build it as a “shelf-queen” as they say and if you do want to race it then Colin can also supply a suitable chassis that is very similar to, and approved by, the Penelope Pitlane ones that I have written about here previously.

Alternatively you may wish to wait until the “almost here” 2017 NSCC Milton Keynes Swapmeet that is organised each year by our esteemed Journal Editor Jeremy, and is being held on Sunday 12th February at the usual venue (please see the advert elsewhere in the Journal) and where you should also find me as well as we are planning to share a table to show off our latest creations to you all and where you will also find George as well together with all of his extremely amazing creations, and where mine will probably look like rejects compared to everyone else’s then!

Finally, Colin says that he’s intending to do a range of British sports cars over time, but as to what’s coming when, then you’ll just have to bear with us please.

### **George Turner News**

Having translated George’s comments into printable English then basically it seems that he decided to finish early for Christmas this year as he wasn’t very busy at all unfortunately which is a real shame as he needed the money to go to the pub a few times at least he said over Christmas. So, maybe your New Year’s Resolution should be to buy one of his kits? Or to “drink more” as his probably was.

Never mind, as well as wishing everyone a “Happy New Year” George also said that the



Connaught will be coming out in January as it has somehow jumped the queue in front of the Alfa T33 that he had previously said would be the next car out, but then he said “Now let me get back to drinking” and so I gave in, and quietly walked away.

### **Christmas Competition**

Were there to be an Christmas Competition for the “most unusual application for a Scalextric component” then may be this one would win, as dreamt up by Bearwood’s own Paul G. who used two of the 1960’s track supports to tilt the heater in the Club room so that it pointed down better so can you do any better?



### **My Favourite Pioneer “Latest Release”**

OK, you sussed it, I gave in and just had to buy this one to go with the other General Lee’s that my mate Phil and I have bought recently from Gary at MRE and until I was watching “Timeless” on the TV recently I didn’t know⇒⇒





that “General Grant” was actually a real person! Please don’t think I’m stupid, I just hated “History” when I was at school!

We also got the “free key ring” with it although whether it’s a genuine reproduction of the one that General Grant may have had at the time I’m not sure if only I had a time machine, then I could go back and check but I think it looks really good in this rather nice shade of blue and just in case you wondered, that “Timeless” program is also rather good too, it was obviously inspired by the 70’s TV series called “Time Tunnel” but throws a different slant on the matter by the “baddie” actually trying to change history rather than the “government employees” simply just trying to avert a disaster, which makes for a rather interesting storyline then I reckon, as I don’t really watch that much TV to be honest, but it’s got me hooked! So, if you’ve not seen it yet, then it’s definitely worth a watch if not purely just for education purposes to do with your slotcars.



### Revell’s VW Beetle Model Kit

Anyone remember the 1970’s “Jeans” Beetle that was around back then? As far as I remember it was orange and had “Jeans” on the bottom of the doors where Leyland used to put “1275 GT” on the Minis and as per the Scalextric ones which were my very first cars in the 300 set that I had way back in 1977 I believe.

Well, this Revell kit seems to me to be of the type of Beetle that is perfect for us to recreate this particular car if you wanted to, as it’s not the same as the Hornby or Airfix ones as its appearance is a bit “chunkier” I think in places, with larger bumpers and it also has the later type of indicator lights on the front wheel arches together with the much larger rear lights on the rear wheel arches, and so I ended up buying one off our “home shopping channel” or “eBay” as everyone else calls it! I’m not a VW expert either as you’ve probably worked out, so apologies if you know more about this than me. But, it’s definitely a different version to those that I have







Dave from there, then it seems that he may be up for making the odd “one off” sign for anyone who wants then so maybe his next commission for me then will be the “JEANS” graphic for the Beetle?



Whatever, the PORSCHE ones that he did for me were really great in that they were already cut out as separate self-adhesive vinyl letters and came with an application paper as→

already so it’s now in the queue of “cars to make” but as to when that will be, then “all together now”.....”don’t hold your breath!”

On the subject of VW’s by the way, I also had a go recently at creating a VW van in red like the one that Hornby were going to bring out in 2016 but then got cancelled and then got reinstated I believe and I even went so far as to getting the PORSCHE decals for the sides custom made for me by a company that I found on the www by the name of “Kaleco Signs” ([www.kaleco.co.uk](http://www.kaleco.co.uk)) and once I got chatting to



well so that you just “peel and stick” and then rub them down firmly (but gently!) and then finally remove the application paper lastly and there you have it, as you can see here although at present I am currently unable to find the remaining decals as I put them in a superb place for safekeeping as I didn’t want to risk damaging them and unfortunately I cannot find them now! Or if the truth be known, I actually tidied up a bit and have now lost several things that I previously knew exactly where they were before the tidying exercise began. So, there’s got to be a moral in there somewhere, hasn’t there?

### **Is Anybody From The Old Days Still Out There Then?**

Bearwood’s “60’s expert” Dave Parish and I were chatting recently and were wondering how many of the “older collectors” were still in the club basically as Dave was churning out several names that I had never heard of and that got me wondering also, as in the good old days of the NSCC then we all used to get a “Membership Listing” from time to time and that proved very useful in locating and “opening the door” to talking to, and even meeting our fellow collectors and racers as you knew where they lived and what their phone numbers were.

However, after the “world went mad” (or “we got old”) as some people may see it, what used to be “perfectly correct” is now “not allowed” and the only way for those out there who want to talk to each other then is to appeal via “Facebook” etc. but that only works if everyone is actually on “Facebook” so if anyone



out there from the good old days is still a member and remembers Mr. Parish then please get in touch via Jeremy the Editor or me via [bearwoodscalextric@gmail.com](mailto:bearwoodscalextric@gmail.com) or on 01384 561532 and we’ll let Dave know.

### **AA Bodies/ Dave Yerbury “C-Type” Jaguar Update**



Having perused the pictures of the Leeds Swapmeet in the Journal the other month I just caught a glimpse of Dave’s stand at said event, so I thought I’d better include a bit on my progress (OK, lack of progress) with this build but as I actually had the Flu for a few days and then factor in that the weather has been rather cold and wet of late then it’s stopped me getting outside to give it another coat of paint even though I have smoothed out a few imperfections that arose when I applied the first coat of paint and then left it to cure for a few days (weeks?) or so. However, in my quest to “go the extra mile” then having cut out the “pre-moulded in” exhaust pipe then I have now found that a







Hornby Corvette one (sssshh, don't tell Dave that's what it's off!) will do the job nicely and having studied a few pictures of a real one on the www (try looking at LFS 672 which is a very nice metallic blue one for inspiration) then I also got rather brave and decided to remodel the rear lights using what are effectively "large eyelets" as the cylindrical shape which protrudes from the rear of the car and will ultimately contain the rear light lenses which are some of the very tiny gemstones from "The Range" (or see docrafts.com) as I thought that they would look better than just trying to paint some red "dots" on the rear but the hardest thing was trying to ensure that they were horizontal, but having started with a very tiny pilot hole then I think that I got it right. You could also do the same thing with the other ones that are either side of the "number plate" area but on the car that I mentioned above they are actually missing so I might just sand them off to be honest, but I'm not 100% sure yet.

But at least this time my plan worked as when I tried it a couple of weeks before on this



49 Ford body it all went rather wrong as my plan was to install working LED headlights on this one but unfortunately the drill got a bit carried away and took out way more than I wanted it to and so I had to resort to filling it back in with Milliput and it was really disappointing as the finish on this one was rather good for me I thought, even though my camera won't make it show as the "right" colour which should be a rather bright and fluorescent green!

Ah well, perhaps we can say that it's had a accident then, as nobody really models anything other than a "perfect" car nowadays, do they?

Anyway, at least the car is now on some proper wheels and tyres, which for the record are from the rather vast Mitoos range of specialist parts that are also distributed by my friend Steve Wright of Staffs Slot Cars and stocked by Pendle Slot Racing amongst others, so at least I'm going the right way now then chaps, OK?

## And Finally

If you're wondering why you keep seeing the letter "J" everywhere then it actually turns out that not everybody's software/ printer likes the :) "smiley face" icon that you get when you type a ":" and then a ")" next door to each other – so, when your system doesn't like it then it shows a "J" instead which doesn't exactly help us "authors" much, but can't be helped it seems, as far as I know. So, if you like my humour then you'll just have to reply with plenty of "Js" then I guess, but if you don't then keep it to yourself please, and don't tell anybody else, OK? See you next month. ■

**L** is for Lada, Lagonda, Lago Talbot, Lamborghini, Lanchester, Lancia, Land Rover, La Ponette, La Salle, Laurin and Klement, Lea Francis, Léon Bollée, Lexus, Leyat, Leyland, Le Zébre, Ligier, Lincoln, Lion-Peugeot, Lister, Lloyd, LMX-Sirex, Locomobile, Lohner-Porsche, Lola, Lorraine-Dietrich, Lotus and LuAZ.

An export brand of AvtoVAZ of Russia, most Ladas made were based on the Fiat 124. The estate version was the car of choice for a Lancaster Bomber Tail-end Gunner I knew, partly perhaps because he was liberated by the Russians from being a POW in Germany at the end of World War Two. He did say they were good cars, and presumably buyers of over two million of the cars over a forty year plus period would agree with Ron. Apparently the rugged design of Lada cars has enabled heavy usage such as 300,000 miles possible. That'd be the same as the current mileage on my Vauxhall Zafira then (!).

The British Company Lagonda was named by Founder Wilbur Gunn after the name used by Shawnee Indians for his local river in Ohio. After Wilbur's death in 1920, the cars became more sporting and regularly raced at Le Mans from 1928. Winning in 1935, Lagondas became the natural successor to 1920's Bentleys. Not too surprising with a certain W.O. Bentley in charge of design. In 1947 David Brown acquired Lagonda after taking over Aston Martin, and it's Bentley designed engine was adopted for the Aston Martin DB2. In 1977 the latest Aston Martin Lagonda looked as though it's design had been influenced by those other lagondas that are punted around Venice.

Lago Talbot was created by Major Tony Lago in 1935 when he bought the French division of the Sunbeam-Talbot-Darracq Concern. Imported Clement-Talbots had been

assembled in London from 1904. In 1912 Percy Lambert drove a 4.5 Litre Clement-Talbot at Brooklands to make it the first machine to achieve 100 miles in one hour. Back to 1935, and Tony Lago introduced a new range of six cylinder cars, including the 110mph Lago Special which took the first three places at Montlhéry in 1937. In 1947 a 4.5 Litre Lago Talbot single-seater Grand Prix car was introduced to race without a supercharger against 1.5 Litre supercharged cars. A two-seater sports car version was raced and won at Le Mans in 1950. In 1958 the Company became part of Simca.

Tractor manufacturer Ferruccio Lamborghini reputedly became so furious with Enzo Ferrari when he owned a Ferrari, that he decided to make cars in bullish competition with the prancing horse. Ferruccio had competed in the 1948 Mille Miglia, and the designers of his supercar had experience of designing Ferraris.

The first Lamborghini cars (350GT and 400GT) had a conventional front engine layout with a magnificent V12 engine. Then came the mid-engined Muira (named after a breed of Spanish Fighting Bull), which had the V12 engine mounted transversely, a body designed by Bertone, and eventually a top speed approaching 170mph. The Muira was followed by the Urraco and replaced by the Countach which means Cor or Crikey according to my reference







book, had the engine mounted inline, and had a top speed of 175mph plus. Cliff Richard used a hovercraft along Birmingham's canals to beat a Lamborghini Espada stuck on Spaghetti Junction in the film *Take Me High*. Later cars have included the 202mph Diablo.

Lamborghini also became involved in four wheel drive army vehicles such as the 4.5 Ton Lamborghini Cheetah. Popular with Sheiks, the LM 002 combined a machine gun with a Countach engine, and US models were nicknamed Rambo-Lambos.

One of my Religious Education teachers at school was memorable for owning two Lanchester vintage cars, extolling their virtues and using one to commute to School.

On a par with Rolls Royce cars of the time, the fast and expensive Lanchesters were built in Birmingham until merged with Daimler in 1931. The 65mph Lanchester Forty was made 1919 to 1929 and the 75mph Lanchester Thirty was made 1928 to 1932.

Vincenzo Lancia worked for Ceirano and Fiat before founding his own Company in 1906. The Lancia family controlled the Company until 1956, and Fiat rescued the Company in 1969. With a brief spell making formula one cars in the 1950s, leading to the D50 winning



the World Championship, most of Lancia's sporting success has been in rallying of course, with the 68mph Lambda (1922 to 1931), 80mph Aprilia (1936 to 1949), 112mph Aurelia (1950 to 1958), 118mph Flavia (1962 to 1975), 106mph Fulvia (1965 to 1976), 120mph Beta (1973 to 1984), 143mph Stratos (1973 to 1975), 119mph Monte Carlo (1975 to 1978 and 1980 to 1984), 121mph Gamma (1975 to 1984), 137mph Rallye 037 (1982), 140mph Delta S4 (1985 to 1986) and 137mph Delta 4x4 and Integrale (1986 to 1995).

Since the 1990's Fiat appointed Lancia to make luxury cars, Alfa Romeo sporting cars, Ferrari and Maserati supercars, while Fiat themselves stuck to the normal cars.



Land Rover celebrated its 50<sup>th</sup> Birthday in 1998. By 2000 1.7 million Land Rovers had been made, and around 70% are still working! 80% were exported, with every army in the world being said to have used them apart from Albania and North Vietnam. I guess Albania were too busy watching Norman Wisdom films.

The first 1948 Land Rovers were based on the Jeep and were designed for agricultural use. 1983 saw the debut of the restyled Defender version, and the Discovery came along in 1989. This had a Defender type chassis with a Range Rover body. The Range Rover had been around as a luxury leisure vehicle since 1968. Second generation longer and higher Range Rovers appeared in 1994, and the even longer and higher Third generation in 2001.

The Land Rover Freelander arrived in 1997 and was designed by the same designer as the MGF (Nick Fell). I wondered why they seemed so sporty!

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La Ponette were vintage cars made on the Route de Versailles from 1909 to 1925.

La Salle were cheaper and sportier versions of Cadillacs, being owned by Cadillac and using Cadillac parts for their manufacture from 1927 to 1940. They were named after René Robert de la Salle, a French explorer who discovered the state of Louisiana.

Laurin and Klement set up their Bicycle repair business in 1896, made their first cars in 1905, broke the Brooklands speed record in 1908 at an average speed of 74.2mph, and won the Prinz-Heinrich Fahrt (!) long distance race in 1909. Borders changed after the First World War, and finding itself in Czechoslovakia instead of Austria, the Company merged with Skoda in 1925 and the first two parts of the combined Laurin and Klement-Skoda brand name were dropped in 1928.

Lea Francis also started building bicycles in 1895, building a car in 1903 but then concentrating on motorbikes until 1920 onwards, when hand-built sports and saloon cars and wooden bodied estate cars were made. The supercharged 85mph Hyper Sports was made from 1928 to 1932 and Kaye Don used one to win the 1928 Ulster Tourist Trophy, while they also performed well at Le Mans.

Léon Bollée lived in Le Mans and built his first 'Voiturette' small car in 1895. After his death in 1913 his Company continued and was taken over by Morris in 1924. Production of Morris cars continued in France with mainly French Hotchkiss engines, until the French branch was sold by Morris and the last Léon Bollée car was made in 1933.

Lexus was created as a subsidiary of Toyota in 1988, to compete with the luxury marques of Acura (Honda) and Infiniti (Nissan). According to my reference book, Lexus cars are almost identical mechanically to Toyotas.

Marcel Leyat put his airforce engineering experience in World War One into good use afterwards, by designing a front propeller driven 'Hélica' plywood car steered by the rear wheels. 30 were sold between 1919 and 1925 and a Hélica reached 106mph at Montlhéry in 1927.

Family rumour has it, that one of our



ancestors was a member of the family that owned Leyland Trucks, but eloped and lost her inheritance. If any Heir Hunters are reading this, and want to hand a Truck Empire back to me, I can be contacted at [ebaywatch@nsc.co.uk](mailto:ebaywatch@nsc.co.uk).

Leyland began in 1896 as The Lancashire Steam Motor Company, making the first prototype 'Leyland' van. This was followed by many successful truck and bus designs, right through to 1980 and the T45 Roadtrain. For a short period Leyland made cars too, Leyland's Chief Engineer J.G. Parry Thomas (yes he of 'Babs' fame) and Project Engineer Reid Railton created the Leyland Eight for the 1920 London Motor Show, to compete with Rolls Royce and be the most perfect car it was possible to design and manufacture. Only 20 examples were made between then and 1922. When the car programme was stopped by the Company's Directors, John Parry Thomas left to race his Leyland-Thomas and other specials at Brooklands and Pendine Sands with great success until his accident in 1927.

Le Zébre was a small car designed by Jules Salomon of Unic and funded by Jacques Bizet and Henri de Rothschild in 1909. Jules joined Citroën and designed the 5 CV, Jacques committed suicide in 1922 and the Company finally closed in 1931.



Guy Ligier was French Rowing Champion in 1947, played Rugby until prevented by injuries, set up his own Motorway construction company, and won the French 500cc Motorcycle Championship in 1959 and 1960 on a Norton. In 1957 he started racing cars too, with a Simca at Monthéry, then a Formula Junior Elva-DKW in 1960. This continued with Porsches and Ford GT40s at Le Mans and Reims, and with Brabham and Cooper-Maserati formula one cars at the British Grand Prix and Monaco.

In 1968 Guy formed Ligier Cars to build racing sports cars, and in 1976 bought the Equipe Matra Sports team and entered Formula One with his renamed Equipe Ligier team. The team were most successful in the 1980's with Jacques Laffite, Patrick Depailler and Didier Pironi. Their last win was by Olivier Panis in 1996. The Ligier name continues in diverse parts of the Automotive Industry, from Le Mans cars to automatic parking systems for small hatchbacks.

Lincoln was established by the owners of Cadillac in 1920 and was then sold to Henry Ford. This led to some magnificent V8 and V12 powered Gangster-Style cars. The Lincoln Continental of 1968 had a 7.5 Litre V8 Engine and could reach 130mph thanks to 365bhp.

The 1910 Lion-Peugeot VX-5 had an engine with an extra long cylinder stroke to get around cylinder bore racing restrictions, which made the bonnet so high the driver had to look around instead of over it, to see where he and his riding mechanic were going. It could do 95mph though, and was successful at Brooklands and won the Sicilian and Catalan Cups in 1910.

Brian Lister made his first sports car in 1954. Archie Scott-Brown achieved 11 wins in a Lister



in 1957. The aerodynamic 1959 Lister-Jaguar had bodywork designed by Frank Costin. Brian became disenchanted with motorsport after Archie's death at Spa in 1959. His name reappeared on XJS based Lister-Jaguars in the 1980s. The Lister Storm was created in 1991 to race at Le Mans, and original Lister-Jaguars have been recreated too for their enthusiastic followers.

Lloyd cars were made in Grimsby. The Lloyd 45mph 350 cyclecar cost £80 in the 1930s and had hand operated windscreen wipers. The deluxe version with electric starting and lights cost £85. The later Lloyd 650 looked quite sporty but only had a 25bhp engine so topped-out at 55mph.

The LMX-Sirex appeared outside the Turin Motor Show in 1968 because Michel Liprandi and Giovanni Mandelli couldn't afford a stand at the show. The Ford V6-engined car was made until 1974 and was styled by Frank Scaglione.

Locomobile were an early American prestigious car maker, who won the Long Island Vanderbilt Cup with their 16 Litre 90bhp car in 1908.

Ludwig Lohner and Ferdinand Porsche worked together to make the Lohner-Porsche battery electric car for the 1900 World Fair. Top speed was 31mph and the 90 volt batteries would hold enough charge for 3 hours careful driving. Between then and 1905 the pair continued to work together, creating the first petrol/electric hybrid car and trucks and tractors with electric motors in the hubs.

Eric Broadley began making the Lola Mk1 in 1958, and by the end of the 1970s was the largest constructor of racing cars in the World. These included the T70 and the Mk6, which was the basis for the Ford GT40.

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Early Lorraine-Dietrich cars were designed by Amédée Bollée and Ettoire Bugatti. Dietrichs raced against Locomobiles in the 1905 Gordon Bennett race, and took part in the first Le Mans race in 1923. The Company went back to making railway equipment and engines in 1934.

The first Lotus was designed by Colin Chapman on his kitchen table and his wife Hazel persuaded him to put it into production. Lotus was formed in 1952 and the Lotus Seven was first produced in 1957 and continued to the present day by Caterham after they bought the rights in 1973.



The Lotus Seven was followed by the Elite, Elan, Elan Plus 2, Europa, Elite S1, Eclat S1, Esprit, Excel, Elise and Evora, Exige and 3-Eleven.

Colin won a supporting race to the British Grand Prix in a Mark 8 Lotus in 1954.



In 1958 Lotus entered Formula One with drivers Graham Hill and Cliff Allison in the Lotus 12. Innes Ireland drove for Lotus in 1960, when Jim Clark first joined the team too, and Stirling Moss drove a Rob Walker Lotus 18 to victory at Monaco.



The Lotus 25 was introduced in 1962, and the Lotus 49 came along in 1967.

Jochen Rindt took five wins in the Lotus 72 in 1970 before his fatal crash at Monza.







Emerson Fittipaldi was World Champion in the John Player Special liveried Lotus 72, and when the Lotus 79 appeared, Mario Andretti and Ronnie Peterson were first and second in the Championship.

LuMZ was renamed LuAZ (Lutzk Auto Works) in 1967 and was tasked with making Jeep type four wheel drive vehicles with a small engine in the Ukraine. Quality problems led to the Russian nickname of pansam sclepan (Do It Yourself!).

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

1. Tamiya 1/32 Lotus 30 Kit £1,902.62 (311723926017).
2. Scalextric Super 124 Lotus Indianapolis £790.00 (142192139361).
3. Revell 1/24 Lotus 30 Kit £701.70 (311749691622).

4. Tamiya 1/24 Lancia Ferrari Kit £647.43 (291929455327).
5. Tamiya 1/24 Lora T-70 Kit Undisclosed Offer above £606.97 (291929333759).
6. Scalextric Blue Lotus Indianapolis £400.00 (152361495524).
7. Russkit 1/24 Lotus 38 Indianapolis Set £327.76 (232109208765).
8. Scratch Built (Static) Scuderia Lancia Racing Transporter £315.00 (262767936002).
9. Cox 1/24 Lola £263.02 (311718316913).
10. Hawk 1/32 Lancia Ferrari Kit £253.12 (282239007049).

Looks like Lotus, Lancia and Lola are the most popular then.

### Monthly eBay Top Ten

1. Marklin 1934 Vintage Alfa Romeo Rail Car Undisclosed Offer above £1,269.27 (311666068775).
2. Tamiya 1/25 Ford Galaxie Kit £1,269.27 (291966784054).
3. Aurora HO T-Jet 70 Cars/Bodies Collection £1,047.27 (122273449775).
4. Scalextric 66 Cars Collection Undisclosed Offer above £981.39 (332019332499).
5. Scalextric Super 124 Lotus Indianapolis £790.00 (142192139361). ➡



6. Scalextric Super 124 Ferrari F1 £721.00 (132009085205).
7. Revell 1/24 Lotus 30 Kit £701.70 (311749691622).
8. Vanquish 11 Car Collection £695.15 (222351247412).
9. Scalextric Super 124 White E-Type Jaguar £672.00 (302163774556).
10. Eldon Top Eliminator Drag Strip Set £655.09 (162293605117).

An impressive piece of model car racing history from Marklin in the number one spot, with a good showing this month by the old 1/24th Scale Scalextric cars too.

The collection of 66 cars in fourth place, were mostly modern Porsches and Ford Focuses(!) with the range of Vauxhall Vectra Marshal's cars and a few older Scalextric F1 cars thrown in, plus a Pink-Kar Auto Union and Bugatti.

Talking of Bugattis, I was worried I may need to eat my hat this month, when I spotted the eBay seller I previously reported as offering

a pair of Bugattis for £30,000 *appears* from the current listing to have sold a pair in November already at the same price (162218125981) and has another identical pair still for sale.

I suspect this may be an eBay computer glitch, perhaps as a result of the item being re-listed, but if it isn't then it raises a paradox, if the pair of Bugattis are worth so much because they are so rare and unique, how come the same seller has another identical pair? The seller certainly has a few, judging by the three pictured in his "wanted" advertisement in Slot Magazine (presumably targeted at existing Bugatti owners). The unnumbered car in his advert could be the unnumbered one on eBay, while the other two cars in his advert are numbered 12 and 9, but he has number 11 on eBay. I guess that means he must have at least four?

I hope my hat is still safe from being munched, but if you know otherwise, please do let me know and of course I will be here again next month. ■

