



No. 424 July 2017

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



Diana Francis - Honorary Life Time President

Goodwood Festival of Speed Again!

On what has become an annual pilgrimage, my good friend Andrew Moreby, my eldest daughter, Lianna and I again attended the Goodwood Festival of Speed this weekend, and I am happy to report another great event, if not a bit tiring with all the walking around, in fact the event seemed to have been even bigger this year and we did not manage to get around it all in the one day!

Plenty to see, and this year we actually saw a few famous faces, including Jean Ragnotti, Emerson Fittipaldi and even Jodie Kidd! The highlight of the day for me was Jean Ragnotti signing our programme on the Renault stand and having his photo taken with us all, no trouble at all, a great guy!

There was of course plenty of other activities to see and do, not to mention of course the cars going up the hill at full tilt.

In fact this weekend is the latest in a number of recent motor racing events we have attended, with a couple of events in the last month or so, we as an entire family attended at Brands Hatch, one being a classic meeting and the other being an American Festival, with two rounds of the European NASCAR series and some racing trucks!

Surprisingly all those who attended thoroughly enjoyed the days out and I have to say, being a Yorkshire man the entrance fee is very reasonable for the day, with children under 13 getting in free and adults only costing £23 each!

So returning to our miniature world, we of course have the up and coming Scalextric Funday and Swapmeet event at Margate on the 16th July, which is being hosted by a certain Adrian Norman and of course, we are pleased to be supporting, so do come along and attend the event. This is the last chance to attend a slotcar event until September when the Havant swapmeet returns on the 24th, a whole two months between them! So we hope to see some of you soon, why not bring the family and make a day or even a weekend of it, there is of course the Hornby Visitor's Centre which is also not too far away so this is indeed a bonus!

Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nsccl.co.uk

By Pete Simpson

There's not too much on the Track Test blog this month but, to be honest, they have a justifiable excuse as the marketing team attended this year's Le Mans race: such a shame that it didn't occur to them to let us know in advance so the NSCC could promote their presence. If any members attended and had an opportunity to make contact, please let me know as I'd be interested what access was granted to the ACO Members' Lounge where they set up their tracks. I've included a few of their images from the race, but most of the report is in the form of YouTube clips which present a certain technical challenge to include here. They were certainly promoting the Arc Air Porsche 911 RSR Le Mans set, C1359, and were honoured by a visit from members of this year's Gulf Racing UK team. Their car was represented last year, in its 2016 European Le Mans Series livery, by C3732. This new set comes with two liveries of the latest 911 variants, the ARC AIR interface, wireless controllers and 6,810mm of track for about £200. This set enables more of the ARC APP functionality to be enjoyed including tyre and brake wear, variable weather conditions (by



emulation rather than soaking the lounge carpet), fuel consumption and the long-awaited vibrating handsets. (Karen removed the next sentence as she considered it to be contradictory to the spirit of playing with toys). Remember, though, that this is still analogue slot racing so any non-digital car can be run: the digital ARC PRO is yet to arrive. Interestingly, any mention of it has evaporated from the Scalextric website.

Take a look at the Scalextric website for video clips of the Le Mans action: not a huge amount of detail but hopefully they won over a few new devotees. ➡➡





In the Press

Once again, the board room activities of Hornby have been in the news. This time a takeover has been reported, although it's more of a technicality than one of their competitors stepping in to take ownership of the brands. As reported, the attempted coup by New Pistoia to oust Roger Canham has been countered by Hornby's largest shareholder, Phoenix UK, purchasing the 20% of shares held by New Pistoia, elevating Phoenix's holding to 55%. However, subsequent to that announcement, Roger Canham then quit the Hornby board, apparently due to his being a director of Phoenix Asset Management Partners, the investment manager behind Phoenix UK. This is where it gets complicated as it seems that, under City rules, Phoenix are now obliged to make a takeover offer to the remaining shareholders: this offer has currently been rejected by Hornby but remains valid until 14th July so we'll have to wait until next month's Journal for the next instalment.

There has also been some good news from Hornby as it reported a loss before tax of only £6.3m in the year to 31st March 2017 compared to £13.7m in the previous year,



despite sales revenue falling to £47.4m from the £55.8m achieved 12 months previously. A positive report from chief executive, Steve Cooke, observes that the company is now on a sound financial footing having completed the first stage of the turnaround plan the next phase; progress towards profitability, is now the focus.

60th Anniversary



The fifth car in this series, representing the 1970s, has been revealed as a Lancia Stratos. Anyone who has recently taken delivery of the Sideways Stratos and is too young to remember the car in its rally guise may be disappointed: the Sideways version is the Group 5, steroid-fed silhouette version whereas this is it in the original, pure form.

The livery of C3827A displays no relationship to any period scheme but captures the Scalextric-



brand blue and logos of the era: an odd choice is the reference to Super Speed 8, a banked set containing two generic F1 cars. This one is due in September so, even if delivery schedules slip a few weeks, the 1950s example should easily be with us this year.

Meeting Hornby

It would seem that contact with Hornby is finally showing signs of being re-established. Although it hasn't been possible to arrange a meeting this month, by the time I write my next report I'm confident that I'll have met with

Ricky Black at Hornby's London office and will have some exciting news in addition to decent photos of more of the 2017 range. The only other item to report is that Hornby have appointed Shahla Rushworth as head of marketing. As yet I do not know if her position is a new appointment or if she replaces someone else: hopefully all will be revealed next month. Please accept my apologies for the decidedly brief report, but by the time we reach August Scalextric should have come up trumps and restored access to all the latest information and prototype models. ■



NSCC Club Member of the Year 2016/2017

By Shaun Bennett

Each year the Committee presents a special trophy to the NSCC member who has contributed the most to help the Club throughout the year. It is never easy to come to an agreement but for the 2016/ 2017 award all agreed that the very worthy winner should be Nigel Roberts.

Normally this is presented at the NSCC/ Hornby weekend in Ramsgate, but unfortunately Nigel was unable to attend and so was presented with the Trophy at the following swapmeet early this year. At this point, I must apologise to Nigel that the presentation and these words have taken such a long time to come to fruition for inclusion in the Journal.

Nigel lives in Halesworth, in deepest Norfolk, but still attends nearly every swapmeet with me to help out on the NSCC stand, man the door at our organised events and generally offer the Club his assistance whenever he can, so was an obvious choice for the award.

Since the presentation, Nigel has put his name forward, and been duly elected to the Promotions Officer position on the Committee, so no doubt you will be hearing and seeing more of him in the future.

Many thanks to Nigel for all his hard work for the NSCC to date and I'm sure it will continue. ■





Welcome to the July 2017 Carrera Corner. We have news of four new releases due this month. These are all 1:32 scale, Evolution models.



In the March Journal, we mentioned CA27551 Lamborghini Huracán LP 610-4 AVIO. This model is now due to be released in July. The Huracán LP 610-4 Avio is a special edition inspired by aviation and only 250 units of the real car will be produced. The car accelerates to 100km/h (62 mph) in 3.2 seconds,

to 200km/h (124mph) in 9.9 seconds and has a top speed of 325km/h (202 mph). Its maximum power is 610cv (449 kW) at 8,250 rpm and the gearbox is 7-speed Lamborghini Doppia Frizione dual-clutch transmission. The frame is made of hybrid aluminium and carbon fibre. The stylish grey and orange model should cost about £35:00.

There are three further models from Carrera expected this month that we have not referred to previously. These cars were available at the time of writing for around £33.

These are: CA27560 BMW M1 Procar as driven by Mario Andretti the very successful Italian born, American race driver in 1979 with race number 1. The BMW M1 Procars, with the famous tail-mounted 6-cylinder straight engine, achieved cult status among fans in the 1979 and 1980 seasons when they kept racegoers entertained at the European F1 support events. Writing this prompted me to look out my old Scalextric BMW M1 (C405) which is still in its box.

CA27533 FORD GT Le Mans Race car





2016. The Ford GT Race Car is the latest version of a racing icon. At its heart is a 3.5-litre twin-turbo, V6 engine from Ford's EcoBoost range. The lightweight aerodynamic carbon bodywork features a gigantic diffuser that produces immense downforce. The model is attractively finished in red, white and blue.



CA27553 Ford Mustang GT, number 66, finished in black with a bold red stripe. There are some visible differences between this Limited Edition, custom 1967 Mustang and the production Mustang. The grille inset of the Mustang was replaced by two round headlamps in the middle. On the bonnet, there are additional locking pins and air inlets. A 320 PS/ 315.62 hp, 6.4-litre engine was ultimately added to the motor portfolio.

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.

The Hobby Company Limited www.hobbyco.net are the UK distributors for Carrera. ■





I do hope that you have all been enjoying the hot weather. I certainly have and even managed to get out and about in my old TR. It only needs a bit of good weather and suddenly there are lots of owners enjoying their classics on our roads. Most drivers of these vehicles are people of a certain age, a little like our slotcar fraternity.

Which leads me on to another topic. Some people will say that the hobby is currently going through a period of decline as it faces continued competition from digital entertainment. Something which is also exacerbated by an aging demographic amongst slotcar racing's core enthusiasts. Certainly, the news that Hornby is about to announce a profit loss in the wake of its re-structuring is somewhat disconcerting as once again they seem in financial difficulty. I am sure that many of us can tell them what they need to do but at the end of the day they are operating a business and what drives us may not drive them.

Well if the hobby is in decline it was certainly not apparent at the recent UK Slot Car Festival. People attended the event in large numbers including many young people and people with young children. In fact, the hobby looked very healthy indeed.

Maybe it just seems that way due to the

changing way that the market now operates and the impact of the growth of the internet. Things change very quickly as we well know, you only have to look at the growth of our Facebook site. Even forums are starting to look a little dated and there are many who think they have had their day.

Overall though I am still very optimistic that we are going to be collecting and racing slotcars for many years to come despite the trials and tribulations of the hobby toy market.

Mrs. Chair, my wife Barbara has been in hospital recently which had meant lots of hospital visiting. Fortunately, she is on the mend now and home just in time for our holiday. So, a shorter Chairman's Chat this month I am afraid. However, before I go just a reminder about two forthcoming events.

International Federation of Slot Car Clubs

Firstly, Adrian Norman is organising the Margate Scalextric Open Day and Swapmeet which will be taking place in Sandwich on the 16th July 2017 commemorating 60 years of Scalextric. This event is being organised in association with the IFSCC and the NSCC. Hopeful you will have received this Journal before the event but if not, I hope that you attended and had a great day.

Secondly just a reminder that on Saturday 7th October 2017, the International Federation of Slot Car Clubs will be holding a day's racing event at Roger Barkers A1 Slot Car Racing track at Sutton on Trent which is just two minutes of the A1 motorway. The event will take place on the day prior to the Leeds Swapmeet which is taking place on the 8th October at Rothwell Leeds.

This Saturday racing event will be open to members from all the IFSCC member clubs but limited to thirty participants in total. If you would like to take part and are interested in attending this event please contact me by email or telephone.

That's all for now until next time. ■



Ciao everyone and welcome to this month's edition of Forza Slot.it. To be honest, last month was a massive rush for me because, as I mentioned then, I was running around doing "what pays the bills", family life and just general stuff so I think I may have missed a couple of things out! I will rectify that shortly and what a treat for me and everyone else really, as Terry from Gaugemaster has kindly sent me the new Slot.it SICA36a Calibra DTM car as a review model this month. I will be getting stuck into that to give you my thoughts shortly as well. Anything else? Depends what turns up in the email between now and the next deadline or work gets in the way again!

Product code: O205c
Description: oxygen battery holder/charger (3.6V 1x14500 Li-ion)
New product



Use only with
SCP2 Piggyback Power Box



- The battery holder/charger turns the Slot.it SCP-2 controller, in oxygen configuration, into an untethered device.
- Requires 1x rechargeable 3.6V 14500 Li-ion battery or other device.
- Includes on/off switch.
- Not compatible with SCP-1.0 controller

Instructions are available on Slot.it website

As I often do I will get the less interesting stuff out of the way first, but this is probably very interesting to others! New spare parts as follows:

O205c - Oxygen battery charger (3.6V 1x14500 Li-ion) - this conversion lets you go mobile with your hand controller.

CS35vlx - 155 V6 TI polycarbonate transparent parts - replaces the full original transparent windows for the Alfa Romeo 155 model.

CS36lx - Calibra V6 Polycarbonate Cockpit - a

Product code: CH81b
Description: 956 / 962 replacement cockpit (rev. 3)
New product / replacement: Replaces CH81
(Different from original item: cockpit re-designed and lighter than before)



- Lightened (-0.3 grams) spare cockpit for Porsche 956 / 962.
- Compatible with all former 956 and 962 models (with open radiator intakes behind doors).
- It leaves space to digital chip.

lightweight cockpit designed for the new Opel Calibra model. The part replaces the full original cockpit, including dashboard and leaves space to house the suspension on the front screws of the motor mount.

CH81b - 956/962 replacement cockpit (ver.3) - Replaces part CH81. A lightened (-0.3 grams) spare cockpit for the Porsche 956/ 962. Compatible with all former 956 and 962 models (with open radiator in takes behind the doors) and it leaves space for a digital chip.

CH115 - Sidewinder motor mount 1mm Offset
EVO6 - Bearing version - New motor mount with 1mm offset with bearing seat (for CH105). The pack includes fins and screws to convert the motor mount into the EVO6 'wide' version. White in colour.

KK17 - Inline Z26, 17.3x8.2mm short hub wheels.

Sold out items:

CS09t-60 - Porsche 956KH chassis AW compatible with EVO6 motor.

CH81 - 956/962 Replacement Cockpit (replaced by CH81b above).

Now for something I missed out last month from the Slot.it Slot Fest stand that I did not have time to check on/ remember what it was! So now I have and it is the new/ yet to be



released Toyota 86C that was produced in partnership with Dome and homologated to compete in the FIA Group C category of the International Automobile Federation (FIA to you and me) in 1986. As you can see, it is still at the working prototype stage and no details of liveries have been released yet. However, have a look on the web and there are several excellent liveries for Slot.it to choose from. I say the Leyton House one is a “must” do and these cars



will be in the SICA41 series. Coming to you, oooohhh sometime at the end of the year so a bit of a wait for this one then.



Now for the main event for this month. Released just as the last Journal copy had to be sent to Jeremy on the 24th May, is the long anticipated, eagerly awaited, just can't wait to run against the DTM Alfa, Opel Calibra V6 #9 as run at the DTM/ITC Hockenheimring 1995 race. The peddler that day was one Manuel Reuter (German) and the Slot.it Ref. No. is SICA36a. First impressions in the box? It looks spot on to me with the reasonable famous, but certainly well know, simple livery of a white car with yellow slashes and flashes with a couple of yellow oblongs with black edges. A simple but very effective livery and superbly reproduced on my example. The size looks just right, all the sponsor logos etc. are crisp and clear and if you have a scratch round the web for pictures you will find plenty! You will also find plenty of livery variations of the same car from race to race and other marvellous Calibra livery options for Slot.it to do so we might be getting one or more of these in the future I would suggest. No bad thing for me. However, I really hope that Slot.it do the Mercedes-Benz C-Class of Team Zakspeed, #17 as driven by Ellen Lohr who is one of Germany's most accomplished female





drivers. That car livery is a cracker and Ellen is a very well known and successful driver, so it would be a good choice for Slot.it to model, well in my opinion anyway! And it would also cover many of the cars that raced in that period of the DTM so plenty of liveries = good ROI (Return On Investment if you were not sure?) for Slot.it to boot. Again just my thoughts, not Slot.it fact!

The other thing I noticed, prior to opening the box lid, was that Slot.it have gone to a half "stop the car slapping around cover" piece of clear plastic ala Policar inside the lid for protection. If it works and cuts down on superfluous packaging then no problem. Box open, glasses on (old age is a terrible thing!) and I go straight for a good look round the car. Everything looks all ship shape and my first impressions seem correct. A relatively simple livery beautifully executed and with pin sharp sponsor logos all-round the car on the front bumper/splitter, sills and rear. The silver towing eye is a nice detail touch but may not survive to long I would suggest in a bit of rubbing is racing action? Zooming in on the cockpit area and Manuel is all present and correct with nice helmet, overall and seat belt detail but don't forget to look even more closely inside the car from both sides and you can see excellent driver dashboard detail (looks like he has plenty of revs on!) and the Dekra sponsored information board on the passenger side that you would normally see during on-board in race footage. It all looks rather good to me and hopefully you can see that from the couple of snaps I took. I also like the roll cage and rear tops of suspension mounting points detail but maybe a fire extinguisher would have been nice as well, even if it was not there in the real car? Just to finish it off with a bit more colour inside. Just a thought.



However moving back to the car, there in the centre of the grill is a black disc but no Opel logo on it – duh! Oversight by Slot.it? Missed decal or tampo printing? Could be either but from a picture I found on the web of the exact car on the grid prior to the start of the race then there should be one and it is a shame it is not there as the Alfa logo would be much harder to produce I bet and it is on the Alfa! The other thing, as I am being picky I suppose, is that the Bosch sponsor logos are red in the picture but black on the model. Oh, OK, something else I spotted on my closer glasses aided inspection is that the yellow strip across the top of the bumper is not that well executed at either end and there is a yellow spot of paint on the right hand front wheel arch as well. Mind you, I did not spot the spot until I looked at the pictures later! Having said that I think the front lights look particularly good and the blocky rounded stance of the front wheel arches with the air vent/pressure relieving slits in the back look spot on (spots on the brain now) and just the right proportions.

Continuing down the side and again Slot.it have nailed the body shape very well to my eyes with another blocky round rear wheel arch and vent at the rear as well as the step like proportions⇒⇒





of the sills. On the roof we have more race number and sponsor logos and two soft squidgy black aerials that should with stand lots of roof action! On to the rear of the model and the spoiler is very well connected with no movement which would bode well for the real race car but may make it vulnerable to carpet crash rash and/or hard barrier contact. But what could any manufacture do about that? Leave it off I suppose but then we would have blob cars. Hopefully, Slot.it will make this a spare part as some people may need them! Sticking with the rest of the rear and I really do like the diffuser detail, light clusters and just the whole rear aspect of the car looks spot (there's another one!) on including the Opel logo! It's on the rear so

why not the front then? Overall the body shell and detail, minus the couple of points I mentioned, is very good but really not quite up with the usual Slot.it standards that we are all used to. Not the end of the world though is it?

So at this point, I thought I would throw in a couple of other Calibra's from days gone by and other manufacturers. The yellow one is a Scalextric C2037J and the other one (on the right of the picture) is a Ninco 50114 race #10 which is based on the same real year as the Slot.it version but I suspect that there is about a 20 year gap between when these particular models were produced. Size wise, the Scalex car is the largest and being a super resilient type car it has very little in the way of frills so nothing to knock off! You may notice that the rear wing is missing and it is a little heavier than when it was first produced as I used to use this car when I raced at a club several years ago. I wonder were that rear wing is now? Not sure if it ever won a race though? Likewise the Ninco variant also has a bit of added weight. No idea how it faired on track either but when I did race (a good few years back), as I remember, Ninco cars were





often the ones to have way back when and a favourite choice of mine too in many classes. The Ninco is certainly better in the detail department up against the Scalex model but when you compare it to the modern day Slot.it version there really is little comparison. I did toy with the idea of an on track head to head but soon dismissed that as not so good an idea either but, maybe let's see in a little while.

OK, compared it against similar cars, how about a comparison against its most obvious track rival, the Slot.it Alfa. Comparing like for like then the Alfa is 3mm longer, 0.5mm more in the wheelbase, 1gram more in weight and a massive 6mm more in height. How does this translate in the look's department? Well, to me they both look correct but, obviously, the Calibra is lower and let's just say, less upright of stance! For detailing then I think the Alfa (the red SICA35a version) takes it with the exquisite Alfa badge on the front (Opel one missing remember!), livery and the Alfa rear double barrel turned up ends exhaust complete with guards just looks fabulous so maybe overall for me the Alfa just steals it. Don't take anything away from the Calibra, I just prefer this particular Alfa as far as the looks department goes!

Now onto the test track side of things and just for a giggle and old times sake as the Ninco Calibra has not hit the plastic black top in many years I thought I would give it a blast. Now I know why I put the extra weight in. As I recall, the Ninco chassis for many of their cars, was a



masterpiece back then and certainly in several classes (rally - Subaru, GT - Merc CLK to name a couple) it was really the car to have when coupled with an NC2 motor as I won many races with Ninco cars, according to my memory anyway! Fast forward to the present day then and the Ninco Calibra is still quite quick with (magnet out) and has ideal handling characteristics for my preferred throttle finger style. It was a pleasure for me to bang out a few laps and I was soon in the swing (literally) of things, a great little runner still!

That's the warm up done then. So what of the bang up to date Slot.it Calibra? Well, I won't waste your time with magnet in as it never made it to the track in that configuration! Magnet out and off we go then. Plenty of pull from the motor, as expected, but what a chassis. From the first few corners it was obvious what a fabulous chassis this is. The car was just stuck to the track and made very steady progress as I had a few tame laps to start with and get used to its handling characteristics and searched for any vices. Then I just built up the speed gradually and the front still stayed firmly in the slot, no lift, or bouncing around and then I started to get the rear swinging out round corners in a rally style which is not really DTM driving but very entertaining for me. As your confidence grows, so does the speed and the car just stays with you until you give it too much and spin tail out round a corner. Keep it sensible and you can get really stuck in as there is tons of grip and you are never short of power in the motor department. Ultimately, on my home track, I do not have long enough straights to really exploit the top end grunt but in every other department this is a superb handling car, maybe one of the best Slot.it have yet produced? And remember, this is box fresh, magnet out, check all connected and secure and then in the slot and away. Mutz nutz no doubt.

⇒⇒



So, maybe you are thinking it is too much praise? Not so long ago I heaped praise on the new Alfa and it is still a very good car but when you get down at eye level and look at them on the track the Alfa literally towers above the Calibra and looks very barn door like in appearance. It also looks top heavy, no surprise there really, but where you notice the main difference is in the rear track department. Again, bear in mind, these are still both magnet out box standard cars and, hopefully you can see it from the pictures, the rear end track of the Calibra is something like 2mm more either side. So lower and wider. Does it make a difference on track? You bet it does to me. The Alfa is still great, but the Calibra is quite a bit more planted in my book. Would that change if weight was added, 4WD installed, different motor, tyres and so on then probably but I suspect the Calibra would still come out on top in the long run as far as ultimate tuning and racing goes because it is that much better to start with. Magnets in probably not much between them and with a bit of mild home tweaking they would be very well matched, but the Calibra would still just edge it I believe. Looks wise, still the Alfa for me and in a race it would be more of a challenge to keep up!

Take a look at the chassis pictures and you can see it all seems regular Slot.it neat and purposeful perfection with plenty of room to



tweak stuff around as I have already mentioned. Vital statistics from the Pendle Slot website (as this car is currently not listed on Slot.it's website) are as follows: inline S-Can 20k rpm motor (offset 0.5mm) with the option for an inline boxer motor, length 144mm, height 38mm, wheel centres 80.5mm, width 58mm, weight 68 grams, 9/28 pinion/gear ratio, 15.8x8.2 front and rear rims/tyres. A magnet is supplied and fitted in the rear location but there is the option to fit it in front of the motor if you wish. It is not possible to install a sidewinder or anglewinder motor but there is the option to upgrade to Slot.it's excellent 4WD system should you so desire. Has anybody tried this yet? Not me, as I still don't know what parts to order but you do get a couple of extra plastic parts with the car that would be used in the conversion. Having said that, you still need to buy said "bits" as well. The body/chassis is held in place by two screws fore and aft which have little washers. The motor pod is securely held in place by four further screws directly into the chassis. The front axle can be adjusted for ride height with the option to add lights and/or a digital module (SSD, Carrera D132 or Oxygen) of your choice if desired. And now for a little moan. As I was



checking out the innards earlier taking the pictures I noticed that one of the rear wheels was loose so I decided to use the supplied Allen key to tighten it. Don't know when I last used, if ever, the supplied Allen key for any Slot.it car so let's give it a go. Hmmm, what a waste of time as it just clicked and spun its way round the M2 grub screw. Figured I was unlucky so opened another one from another Slot.it car, same thing. Must be really unlucky I thought so went for a third. This one worked, once, and then spun round too! Come on Slot.it, quality car, quality running gear, substandard Allen key! Either put one in that works or just don't bother please.

Conclusion time then. Well, I have found a few things to moan about if you wish that I feel is below par for what Slot.it normally produces which is disappointing but maybe I was unlucky? Over the years I have had much worse from other manufactures brand new cars but it is still a bit of a letdown in my eyes. But, it would

still not stop me purchasing further variants in the future or recommending this one to you now as the bottom line is a really very good car, especially in the handling department that no doubt will or should go down well with the racing fraternity. Hopefully the Opel logo on the nose will be there on the next one! Handling wise, superb, hard to see how it could be better but no doubt Slot.it will up the game again at some point! Still in doubt? Then best you go and get one yourself, you won't be disappointed. Now, when are they going to produce that Merc I mentioned earlier?

Hopefully! Maybe? I hope I have got everything covered this month and not missed anything out!?

My continued thanks to Terry at Gaugemaster for his fantastic support of the NSCC and likewise to Slot.it/Policar for any additional news via email. Ciao and arrivederci till next month. ■



Welcome back to Sideways Racer. The Sideways talking point of the moment is the fate of the Lamborghini Huracan GT3. I have written about this proposed car before and Sideways have produced a model.



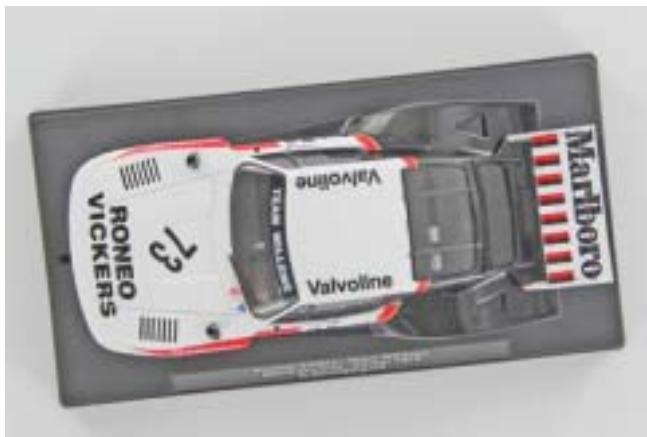
They have now produced a body shell with the livery for the 2017 Blancpain GRT Grasser Huracan number 63. But will the model ever go into production? The company have made a statement that it will only go into production if they receive enough orders but they have



declined to give a price for either a white kit or a liveried car. They have also previously suggested that it would be fitted with Slot.it motors and parts but that may not now be the case. I would have thought with all the scope for reliveries and with Slot.it motors and running gear the car would be popular and Lamborghini is a much loved marque, or brand as they say now. So, watch this space but maybe not too closely.

The SW53 Lancia Stratos HF Turbo Giro d'Italia is now available and the Porsche ➡





935K2 Roneo Vickers Zolder 1978 Marlboro Cup car should be available very shortly. This car looks fantastic. The white, black and red

livery is redolent of the current Porsche and Toyota LMP cars. It's a great pity that the 935's do not feature well on the Nascott slot track with their short wheel base and high centre of gravity. Sideways have also produced a mock of a "historic livery" for the 935/78 Moby Dick in 1970 psychedelic livery but no details of any production date. I think it a great improvement on the Pink pig version.



Gary Cannell reports that the Ferrari 512BB Steve O'Rourke car from Le Mans 1980, which finished 23rd, will be released soon. ■



Collector's Corner

By Martin Heaps

This month I thought we would have a look at collecting, everything to do with Scalextric advertising and factory paperwork.

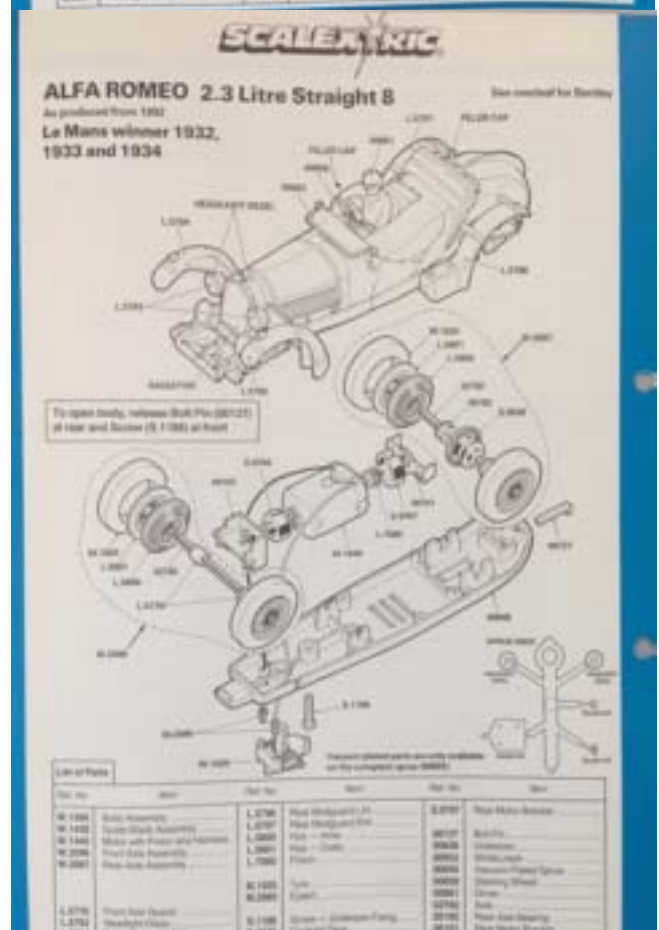
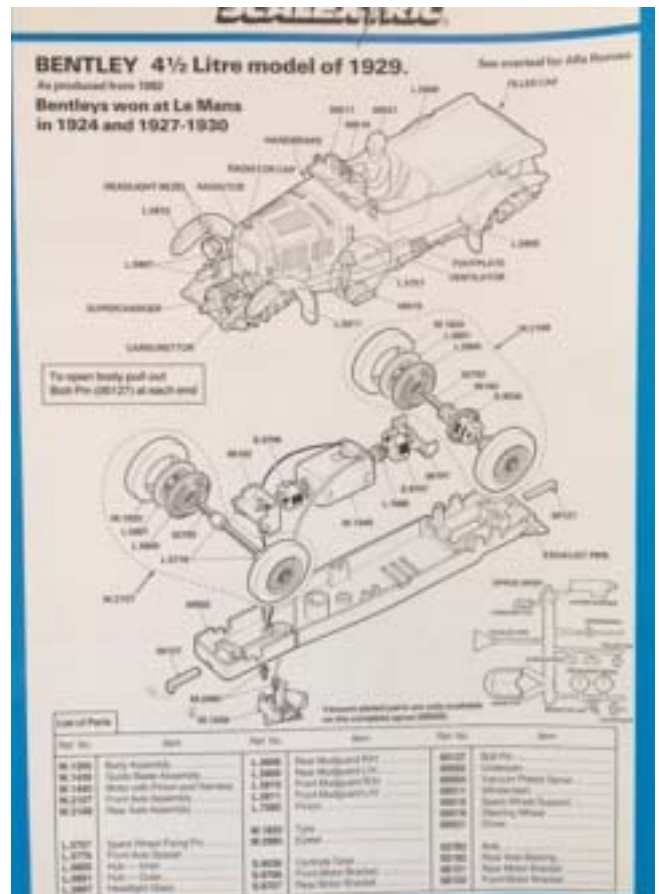


This is a very interesting area of the hobby and one that's mostly affordable to all, there are of course the odd exceptions though. ➡➡



I picked up these negatives from a dealer. These are interesting photographs of potential advertising campaign material.

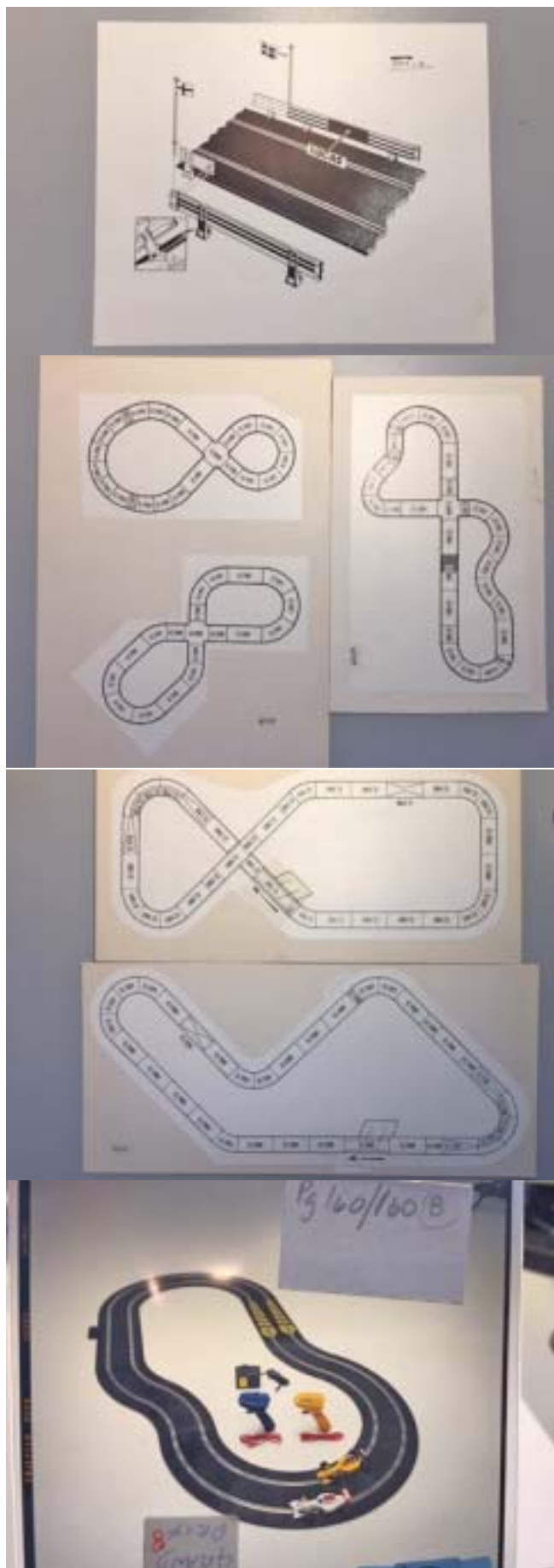
Ex-shop lighting is another great way of adding to a collection. Here are a couple that I have picked up over the years, these are fairly inexpensive, although of course with the demise of the hobby shop they are getting harder to find.



Shop Display Items And Service Sheets

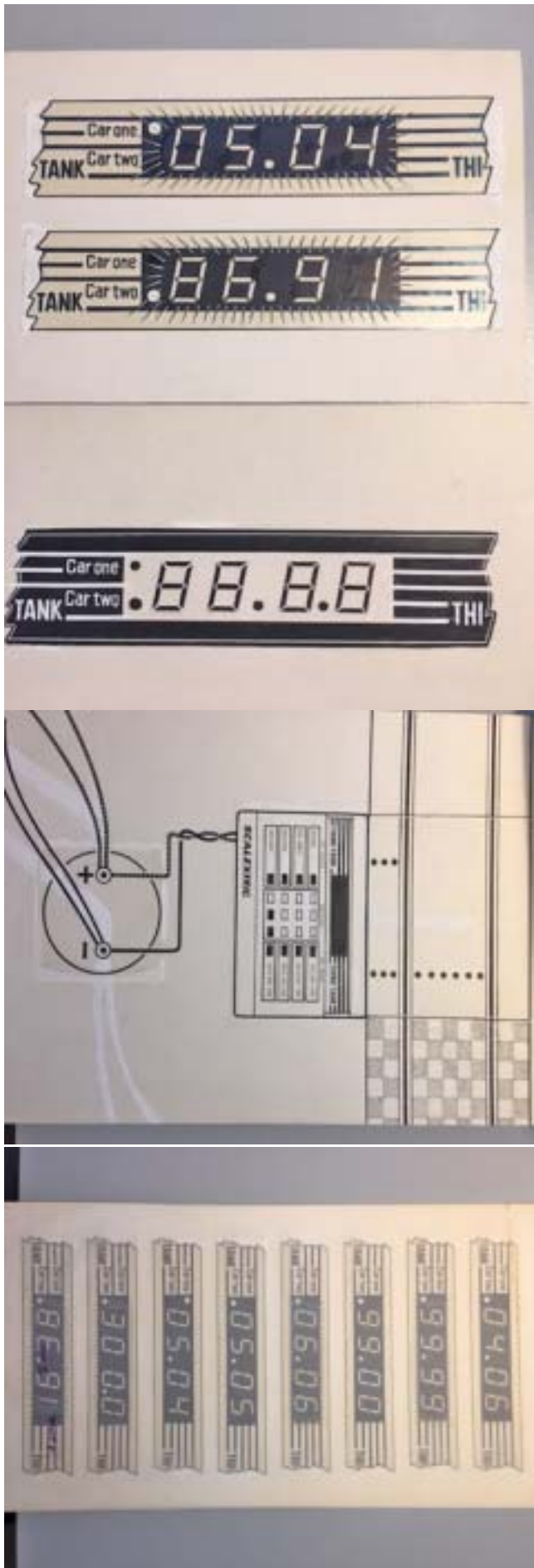
Paperwork and art work for track designs are also very interesting. They show how they

put the initial idea together. Take a look at these below to see what their thought process was at the time. ➡➡

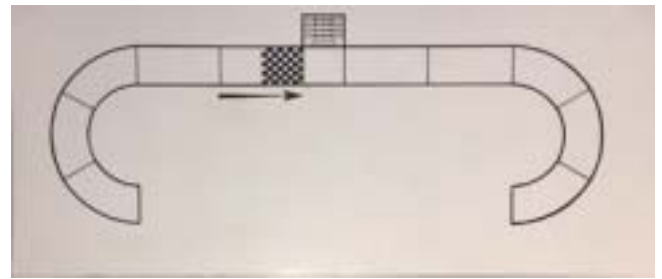


Track Designs

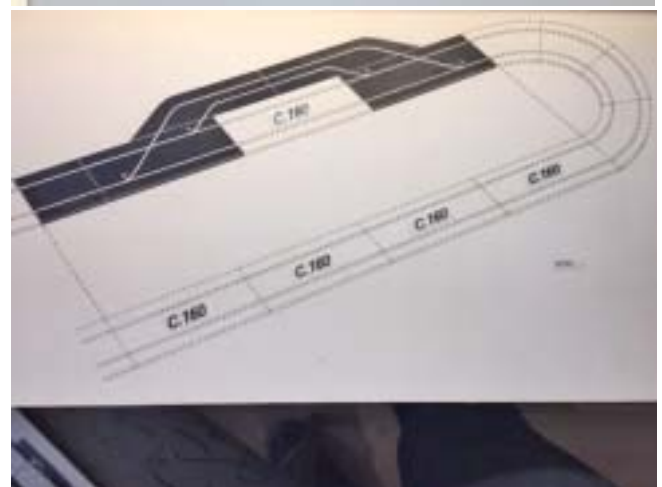
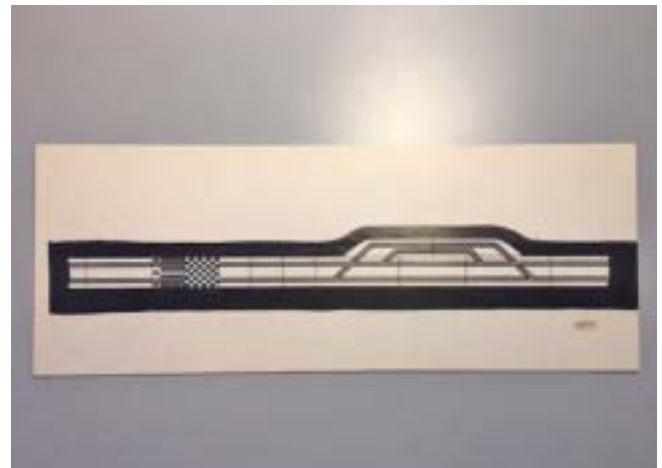




Think Tank Designs



Think Tank Design



Pit Stop Designs



Back Grounds And Shop Stickers

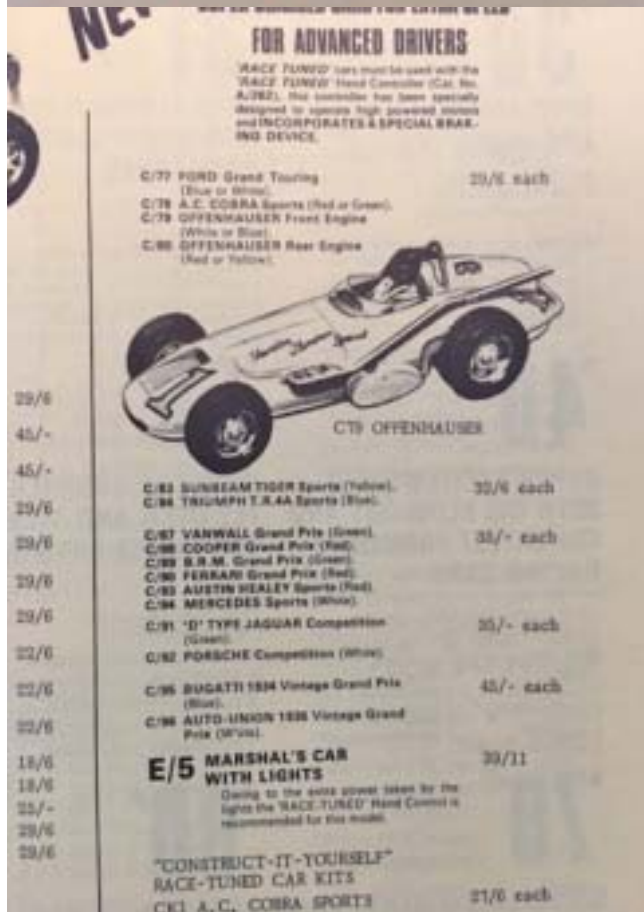
Catalogues are the ultimate look back to the cars and sets. These take you back to those childhood days for some of our older readers and also such great designs!



English Catalogues Are Pretty Easy To Obtain



A Variety of Catalogues And Track Plan Catalogues



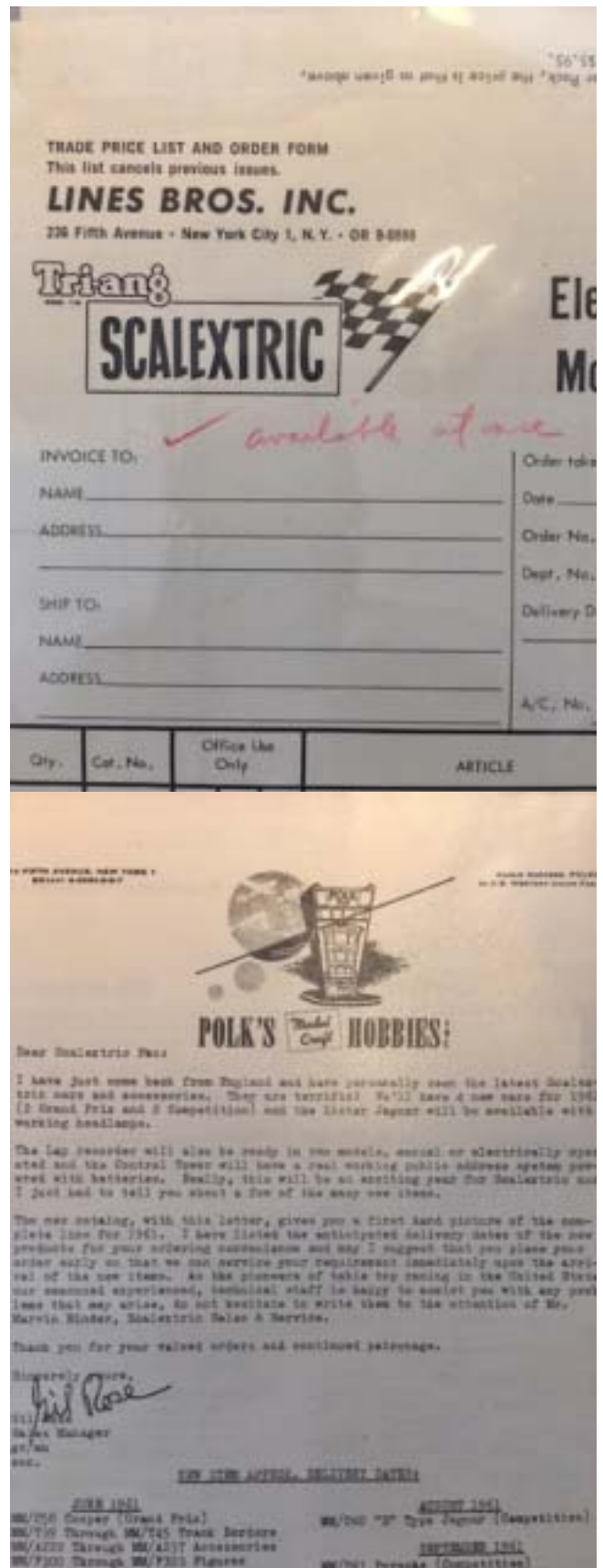
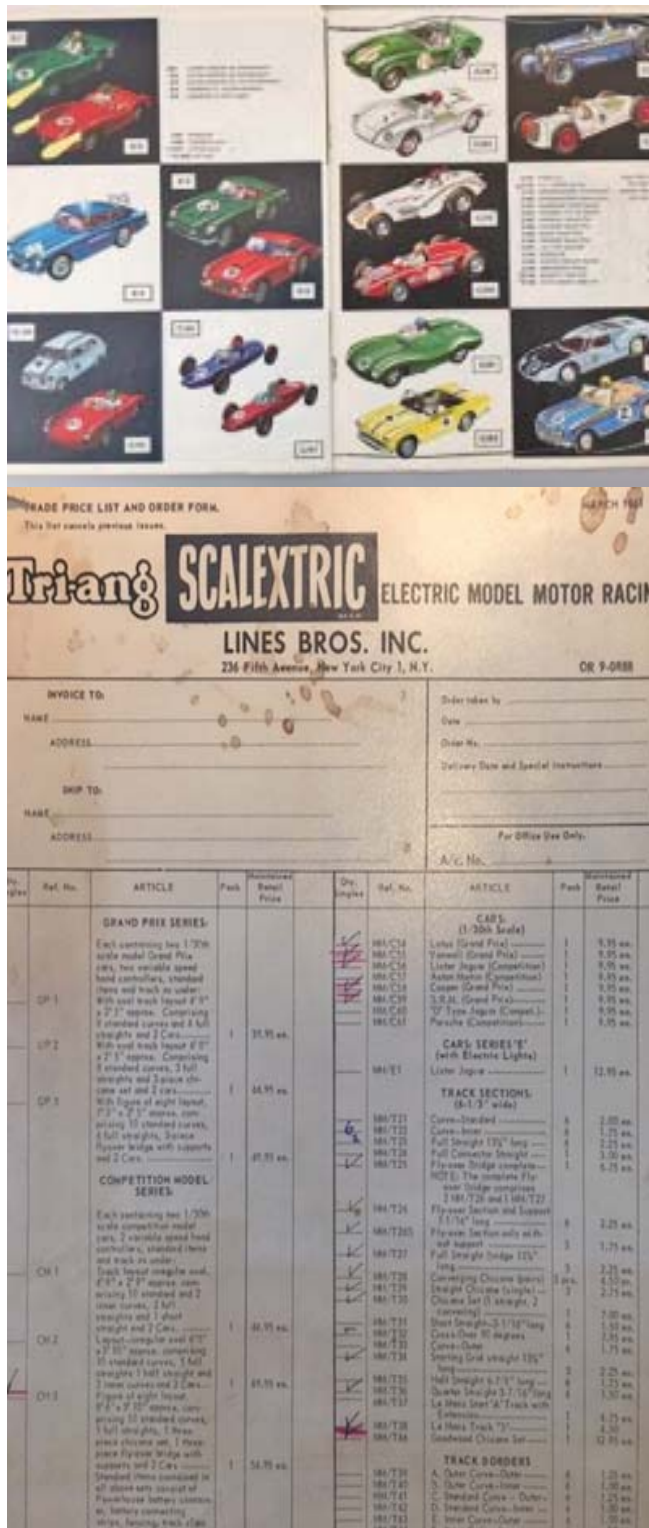
Examples Of Foreign Catalogues

Beatties of London Catalogue, Note Detail In The List Reference The Bugatti C95

One area that I love to collect is foreign catalogues. There are some interesting price lists from American retailers too.

Below are some examples of these catalogues, note the detail of one from New York!

That's all for this month, hope you enjoy! ■



Early Foreign Catalogues, Harder To Find Than The English Ones

And More, They Can Be Found But You Need To Look



BITS & PIECES

BY GRAHAM PRITCHARD



Hello again and isn't the year flying already, before you know it, Adrian Norman's event to celebrate 60 years of our favourite hobby will have been and gone, so good luck on the day Adrian, and hope it all goes well, but make sure you all remember as it's probably any day now as you're reading this!

Aside from the real world, at least we all seem to be having a good time in our 1/32 world, I know I have of late, as I've actually managed to do some "car building" in various forms, so in the interests of diversity, then how about we go back to the roots of this column for a change this month then, when my good friend Phil Insull used to do it and go for a section called "Kits & Bobs" again?

AA Bodies

OK, to start us off then, just like Nick Park of Wallace and Gromit fame, Dave Yerbury of AA Bodies is also always up to something with his Plastercine and he has recently sent me the following information and pictures of his latest



project, and the more that I see what he does, the more that I feel that I want to have a go at making something like that just to see if I can do it, as if I can then I can imagine that the satisfaction level must be great!

But if not, then I'll probably end up making a "Morris Mess" or a "Dodge Disaster", depending upon which badge I put on it, so maybe I'll give it a miss actually to be honest.

So, let's look at David's latest project, and it is a Willment Climax sports car from 1958, as David likes to "fill in the gaps" that the mainstream manufacturers have left in the "cars that were there in the real world" at that time and this one was originally raced by Graham Hill and Sir Jack Brabham according to the internet, so it must be famous to many even though I'd never heard of it to be honest!

David is also working on a Cooper as well, but that one is currently over in the USA being checked for accuracy says David, and so we'll have to wait a bit longer for some pictures etc. on that one.

But we both agreed that the Willment would have made a great Batman car for the original “Batman” Adam West (who unfortunately died very recently) as those rear wings are amazing. And we must also think of Peter Sallis who was the voice of Wallace as well as he too is now no longer with us now also unfortunately.



However, on a lighter note, David also sent me some photos of some “oval racers” that he made a few years ago now out of some surplus Fiesta and Metro bodyshells that he had lying around, by simply adding wider wheel arches made of out Balsa wood and filler, and they turned out rather well as you can see here, and in fact my Bearwood Club mate Mark W. liked them so much that he ended up buying them all off David so at some point soon they will be racing once again David, honest!

And speaking of Mark W., then here’s a couple of pictures of the latest “Red Bull” F1 car that I did for him, but this time it was based



on the McLaren Mercedes of Lewis Hamilton, and whilst it may not be 100% accurate, he was more than happy with it and it pairs up well with the one I did previously also, but the Toureg is a Revell model kit I hasten to add and is there just to complete the shot basically and to also show the perfect colour match we reckon.



So, for those of you who may want to “do it yourself”, the livery comes from a mixture of Pendle Slot Racing and Patto’s Place decals, and the paint was Hycote VW Jazz Blue which I got from the Range and is actually the same as the Halfords’ stuff, but in the Hycote tins you can buy a smaller amount for less money if you want to.

Now, and also from David’s “AA” range of bodies, then take a look at this as the C-Type Jaguar that I bought off David last year is now almost finished at last! OK, I’ll admit it, I’ve actually run out of time for this month’s Journal but at one point it did look quite likely that it would be done so cross your fingers for the next one instead please.





I must say however that this one was a particularly brave one for me to do as I had decided very early on that I would try to go “the extra kilometre” (I have finally gone metric you see) and not just “paint on the lights” etc. as I normally would do, but instead see if I could do the shell and all the hard work that David had put into making it, justice, so off came the moulded in exhaust and the rear lights, and eventually the front lights, which was a very brave move we both thought as the potential for disaster was very high there, but after a very slow process of drilling (Top tip, use the drill in reverse and then it grinds it away very slowly and so reduces the chances of disaster) and then countersinking around it, then I finally got there and they look pretty level to me! (I know they may actually be a bit large, but hopefully the overall effect will work out in the end).

They’re actually the lights off another car that will be installed there and will then be covered with that “Tommy Walsh 2 Part Epoxy



Resin” that I’ve mentioned previously that was in the £1 shops recently, but I’ve used this technique before, and if you’re lucky, then it usually works out OK.



The rear lights are actually “large eyelets” effectively, and with some tiny red plastic “Gemstones” inserted in them from the Range once again then they should look great, and the





exhaust is actually off a Hornby Corvette as it was much simpler than trying to bend metal tubing to replicate it but I just need to cut it down a bit and then attach it to the bodyshell.

The wheels and tyres are the “top of the range” Mitoos ones as I thought they would finish the model off nicely, and the paint is Halfords’ Ford Laurel Green by the way, which David thought was “about right” so all in all it’s more “almost there” than it was a couple of weeks ago now!



I did cut corners though with the chassis to be honest as it’s simply just a cut down Hornby DTM car one, but when it’s going around the track then you’d never know, and in fact it was running that well when I tried it on the Club track a couple of weeks ago that I totally forgot that I really ought to be going a lot slower than I was as I didn’t want to damage it, but overall we all think that it is a great result from the initial resin body that I bought off David all those



months ago, so hopefully the wait was worth it to get to this (almost) final result and if all goes to plan then I’ll show you the finished article in a year or so, as that’s what normally happens with my stuff remember!

OCAR

OK, so another one that I’ve done recently is this OCAR Vauxhall Viva / Magnum / Firenza (?) that you may have seen several years ago and should really have been done in a Gulf livery I think, but you know me, I never stick to the rule book do I? So instead this one was done as a road car as it was actually for another of my friends called Phill, and it was the closest that we could get to the actual late ‘70s Vauxhall Viva 4 door saloon that was his first car, so off came the chin spoiler and I also had to rummage in the spares box for ages to find some wheels that would look “right” with the Penelope Pitlane (now sold by Sean and the team at PSR)⇒⇒





“Rostyle” wheel inserts that also went on MGB’s and Midgets etc., and once again I was paranoid of cocking this one up as it was actually for his Birthday, and you wouldn’t want to spoil that one for him, would you!

But fortunately it came out OK, and has actually given me the confidence to do some more building and the will to dig out some more of my kits now and try to make some more, oh, and I’ve also gone out and bought a few more as well like this MK2 Ford Zephyr, Triumph Stag and MG Midget from Sean at Pendle Slot Racing and with the Morris Marina and/or Vauxhall Victor saloon also being likely to be purchased one day as well as I was actually very surprised by how many resin kits Sean does actually stock nowadays, and also by how fast they seem to sell out sometimes also, but don’t worry, they do usually get restocked pretty quickly usually though if the one that you want isn’t there when you look at first!

I’ve also finally got around to spraying a few cars now as well from the “to do” list, so this is



one of Sean’s Victor Estate ones done in Gulf blue and for those of you with very good memories, it is the one that I said could have been done in the Silver “Team Vauxhall” livery perhaps, but having looked at the decals that I had left over I thought it would be easier to do it in the Gulf livery instead (the paint is from an old Plastikote tin by the way, when they were really tiny tins).



Old ‘60s’ (?) Revell Kit

Uuummm, you know that I thought that I was the only one who had ever done a Morris Minor Traveller when I scratchbuilt the back end of it onto one of the PSR Morris Minor saloons a couple of years ago, well it turns out that I was wrong as it seems there is actually a very rare kit out there of the exact same thing as I spotted it on eBay recently at £70 BIN if I remember correctly?

So, many apologies for that error, but at that price would you really want to turn it into a



slotcar though, and that's actually the strangest thing that you see every day on eBay where genuine un-built Airfix kits of the "dullest" cars in some people's opinion like the Austin Maxi or Morris Marina can actually go for around £80 to £100 quite easily at times, but at least we have the resin "versions" of these to choose from should we want to replicate them on our layouts, "so there's no need to go without them then" basically then is the message here then thanks to Sean at PSR etc.



The Most Realistic Chrome Paint Yet?

With thanks to "the other Graham P." (the GP Miniatures Graham Poulton) and my Canadian friend Bob Chapman who told me about this product called "Molotow" which almost sounds like a cocktail to me, but is actually a "liquid chrome marker" when you read all the blurb on the internet.

You can get it in 1, 2 or 4mm and Graham and Bob reckon that it's really good so maybe you may want to test it out also perhaps?

A Blue Peter Moment

Oh dear, as soon as I get the Journal on the door mat then my mind starts to think of what I could put into the next one to try to save me leaving it all until the last day etc., but as there wasn't enough room in the last one for all of my Gaydon 2017 UKSF report even though Jeremy had done extra pages, then I instantly thought of the "Blue Peter" thing where they presented "one that they had prepared earlier" but as you may have also heard recently, former presenter John Noakes has also died in the last few weeks, so yet again my writings have had a sad tinge to them for this month but the real point of this bit was to mention some of the stuff that we didn't have room for last month, so here goes with news of a new brand to begin with then to start us off.

Falcon Slot Car News



A few days after Gaydon, Steve Wright of Staffs Slot Cars UK emailed me to tell me that he has now added this range of cars to his portfolio as well as SCX etc., and these are the first releases that he will be handling.

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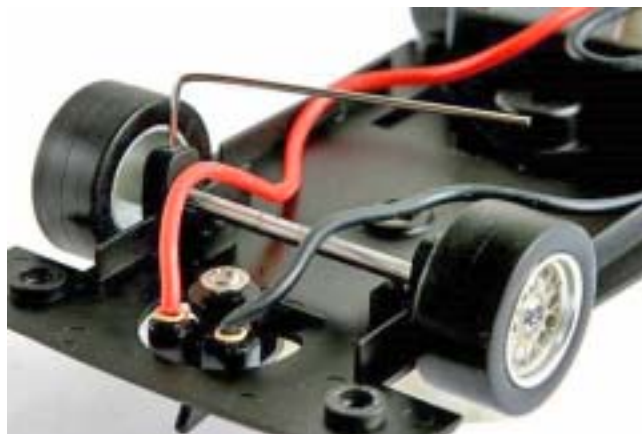
Ref. 09FA1 Porsche - Limited Edition Run of 1000 in Special Presentation Box, all Individually numbered.

Ref. 09002 Porsche 908/3 Jurgan Barth – Lui.

Ref. 09003 Porsche 908/3 Jochen Dauer.



Oh dear Mr. Eaglesfield, something tells me that the Martini one is just going to have to find a place in your collection, but they do come with



an adjustable guide blade and front axle as well, which you can adjust any place, any time or anywhere apparently. So, if you fancy one then I'd get in quickly before they all sell out.

Chase Cars News

Hi Graham,

A different slant on this month's column because I'm going to talk about club racing!



(Picture shamelessly taken from Molesey club)

It's been a very long time since I raced scale model cars, in fact when I was racing there was a scale model man carrying a red flag who used to walk in front of the cars. There were different classes even back then; the superfast drivers with motors that drew so much current the whole car would get hot and chassis that cost more than my entire car. There were the midfield runners who had modified their cars bought from the shop, changed the motor and modified the chassis. And finally the standard cars, just as they came out of the box but perhaps with different tyres on.



What I learnt back then was that close racing was more fun, fun racing could happen in any class, and a good driver would stand out no matter what car he or she drove. Good story, but what's that got to do with chase-cars? Step this way, sir, I think we can do a deal on your club's next class of racing

When I started making slotcars with steering and suspension a few years ago, the inspiration was to make cars that looked like they were on the ragged edge but were easy to control, I never meant for them to be fast. The first time I exhibited the working prototype on a track proved that the car was great fun to drive, and then a kid walked up with a small pit-box under his arm and a controller that looked like it was built by the prop designer of Dr. Who, and he asked to give the car a try. Within 2 laps he'd got the hang of it, within 3 laps he was faster than me and by the time he was on his fifth lap he was truly in the zone and this strange car that looked like it was about to oversteer off the track was going faster than other racing cars.

NB - I'm not suggesting that my cars will be competitive against dedicated racers (unless you are a driving God like our friend above) but a grid full of them can be enormous fun and adding fun to your racing can be a good thing. There's plenty to tweak in terms of springs, weight distribution and tyres while the S-Can motor is well known enough to either make it a free for all or a controlled supply.

If you and three others in your club think it's a good idea, I would be happy to let you have a chassis kit for



£16 instead of the usual £26 and a resin bodyshell for £14 instead of the usual £26. Drop me an email through the chase-cars.com website and that Dodge Monaco can soon be yours.

Nice one Gareth and as you say, four "different" club cars can be great fun, we used to have a class for my old Transit Van conversions a few years ago, and for this year's "summer season" at Bearwood then I'm hoping to do some BMW MINI pick-ups or even some 59 Chevy Delivery Estates maybe just to race something different! I agree, speed isn't everything on a slot car track but having fun, certainly is, for sure.

Slot Track Scenics News

Short and sweet this month, David and Guy just want to let everyone know that their next "Silverstone" track day will be on Saturday 5th August from 10.00am at the usual venue of Barford St. Peter's Primary School, Church Street, Barford, Warks CV35 8EW, which is quite close to the UKSF venue of Gaydon in case you wondered where it is.

George Turner News

This month's news from George is a bit different from normal as he is having to relocate his workshop basically, so that has meant a bit of a slowdown in production as you might expect together with the loss of the room that his Club track was set up in, but the good news is that he's not going to retire, so if we all bear with him a bit then "normal service will be resumed" as soon as possible in respect of his kits at least, ➡➡

and if you fancy buying his track then that would also make him rather happy as well as he doesn't want it to go to waste obviously (And think of how much beer he could buy with the proceeds he also said!)

Formula Wrenn 152

Believe me or not, but I was very pleasantly surprised when I read my June Journal to discover that good old Nigel Robinson had won the NSCC award for "Best Track in Show" this year at the Slot Car Festival, so well done Nigel!

But I'm not surprised as even I said that it had a certain "charm" about it that obviously appealed to many more people as well.

Now, you may not be aware of this, but Nigel also produces a quarterly "Newsletter" all about WRENN Formula 152 and he most generously gave me some samples to peruse as you can see here.



So, how do you get this Newsletter? To be honest, I'm not really sure but as he has put some "useful contacts" on the back of them, try these or if you're reading this yourself Nigel, then how about letting us know in the Journal please?

www.slotforum.com, www.wrennspecialist.co.uk and I also found this one - <http://wrenn152.freeforums.org/>. So hopefully these will do the trick for you.

Tip Of The Month

I personally thought that last month's article from Martin Heaps on removing all of the white



waxy stuff from your cars was superb, so in response to that I thought that I'd show you how to make your cars look rusty this month, and it doesn't involve any expensive "weathering powders" or the like, as I simply use good old fashioned "tea dust" that you find in the bottom of the box of tea bags, and trust me, it really does do the job perfectly, so is that a really useful "GP" or a "PG" Tip then?

All I did was apply a bit of Superglue and then throw the tea dust at the car and leave it to



dry, but I guess that clear varnish / lacquer would also work equally well, but that's all there is to it honest, as you can see here on this "almost finished" Ford Pick-up that I've been working on recently as well.

And Now For Something Completely Different

Here's an odd one for you don't know how I found it but I saw these rather good T-shirts on eBay a few weeks ago and in the end I couldn't resist buying one, makes me think of James May a bit, but as we used to have two real Metros when we first got married then I couldn't resist buying it!

The chap also does several other ones as well, so it's well worth a look if it's your sort of thing. Rusty Nuts Tees is the eBay shop that you need to look for and they do come ready sown together rather than as a kit, just to reassure you all!



2017 Wolves "MRE" Race

Right, rather than bore you with a lap by lap account of this event from a couple of months



ago now, then instead here are just a few of the pictures of some of the cars and the people that were there on the day and as you may know this event has been very kindly sponsored by Gary Cannell of MRE for many years now and is a most enjoyable event should you ever want to join in, in the future.



Overall Results:

Concours:

1. John Roberts Jaguar XK120.
2. Bill Charters - Triumph TR3A.
3. Alan Bevan - Lotus 30.

Class 1 Cscra Sp3 : 1949 - 1962 Models:

1. Peter Crane.
2. Ian James.
3. Dave Farrow.
4. Mick Kerr.

Class 2 CSCRA SP4 : 1963-1967 Models:

1. Ashley Evans.
2. Ian James.
3. Peter Crane.
4. Mick Kerr.

⇒



And Finally

If you wanted any more proof that this year's UK Slot Car Festival at Gaydon was probably the best to date, then have a read of these testimonials from a few more of the people that were there this year then, as it really was a great event, trust me!

Hi Graham - We just saw each other briefly as you say, but that fact partly sums up how busy the event was. For me it was "crazy" on Saturday and just "nicely busy" on Sunday.

There was lots of interest in the TruSpeed product range, together with good sales and suggestions for future products also. I met several new people and reconnected with old friends, and I even managed a race session on the big wooden track.

The usual friendly atmosphere and happy, wide-eyed kids always makes it a pleasure to be a part of this event. A booking for next year has already been lodged with Sean Fothergill from Pendle Slot Racing. My thanks must go to the organisers.

Regards,

Steve Hills (Truspeed Controllers)

Hi Graham,

The UKSF was a great success for me, my best yet! Lots of new customers and considerable interest in my increased range of products for the scratch builder and restorer. I just don't know where the time went!

Regards,

Colin Spark (RS Slot Racing)

PS. Thanks for the yummy sausage rolls!

Ah yes, those sausage rolls you see, I actually decided to surprise Colin and a couple of other people by bringing some of them to the event on the Sunday as they'd missed out on them at the Milton Keynes event, so I guess that I've now set a precedent whereby they'll expect them every year now then!

Hi Mate,

An extremely enjoyable, if not tiring weekend at the Slot Car Festival.

The GP Miniatures "Goodwood" themed display seemed to go down very well, although there were one or two who didn't seem to know what the hell it was. There was even one little chap who said he didn't like it at all!

Once I'd got the wiring sussed on Sunday morning, the kids jumped on it and they were on it all day long. They wore me out! Even threats of death couldn't slow them down!

Considering the display was thrown together very quickly it looked great in my eyes, and I think everyone else who saw it was reasonably impressed.

Next year will be better!

Graham Poulton

Hi Graham,

Ideally at this event I need to spend 60% of the time selling from the stall, 30% catching up with old friends, 30% looking round at all the things that interest me personally and another 30% setting up future articles.which is why I never have time to do everything I want to!

Still, we did sell a lot of magazines, I did do a lot of talking at old friends, and we have had some great new introductions (thanks, Graham!) and I did manage to get that Ferrari that I wished that I had bought last year also! I really enjoyed myself, even the 4.30 am start on the Saturday wasn't too bad. I didn't even tire of explaining, "No, that's not us, that's the other magazine."

Those members of the public who treat us more as a library than a place that's actually trying to sell magazines were thankfully few and far between, and then there's the excitement on the faces of the true slotcar enthusiasts and varying degrees of the opposite expression on the faces of their partners. UKSF: Long may it continue!

Ric Woods (Slot Car Magazine (International))

Hi Graham,

As usual the organisers did a sensational job to make sure we had enough time and space to set up. I finished building my Chitty Chitty Bang Bang at 7am on Saturday morning, you might think that's cutting it very fine but I prefer to think of it as a comfortable three hours in hand.

I was at the top of the escalator at 10am on Saturday morning when the show opened and it was a manic rush, like the TV news reports showed when cabbage patch dolls first went on sale.

Saturday was quite busy through the day with plenty of people to speak to, catching up with friends and making new ones while everyone was invited to try the cars around the track. I can only quote an unnamed source who said "you must be mad to let all those people drive and crash your cars like that" and while they're probably correct it's still enormous fun and a good way to build enthusiasm for future generations.

Sunday was quieter in terms of trading but the cars were going around all day. The Minis are very frisky with their Carrera Go motors (but no magnets!) but generally

agreed to be easier than most Minis to drive. The Coyote which uses the same running gear but larger diameter rear tyres is more tame and while neither of them lean in corners, they all have steering which makes tail slides look better.

It was also the first outing for the Italian Job coach and lots of people were stunned that it would go around the track at all, the truth is that within two laps everyone was accelerating it hard out of corners and enjoying the sight of those 4 steering front wheels as it fishtailed down the straight under full power.

And then it was over, time to pack up and say thanks to those I could find. I only do two events per year as my time is severely limited, but I'm looking forward to next year already.

Regards,

Gareth

Ok, that's all and now I can conclude on the UK Slot Festival for another year. I hope you liked the "alternative format" this time, and hopefully see you next month, all being well with more bits and pieces. ■



R is for Racecorp, Railton, Rally, Rambler, Rapid, Rapporte, REAC, Red Stallion, Reflex, Regal T-Birds, Regis Automotive, Reliant, Renault, Reo, Repco, Replicar, RGS, Rickman Bros., Riley, Rinspeed, Rising House Motors, RMB, RM Classics, Roadster, Roamer, Roaring '20s Motor Car co., Roberts Motor Co., Robin Hood, Robley Motors, Rochdale, Rockefeller Yankee, Rohr, Rolls-Royce, Romanelli, Ronart, Rosengart, Rover, Royale, R-Sport, Ruf, Ruger, Rush, Ruska, RVIA, RW Kit Cars and Ryder.

Racecorp offered their LA Roadster kit car in 1990.

Reid Railton's Railton 8 of 1933 was an SS (later Jaguar) competitor, with a four litre straight eight engine. Reid pioneered the concept of fitting a cheap, powerful American engine into a European chassis in Britain. The Railton name was revived in 1989 with a William Towns designed car based upon the Jaguar XJS.

Rally made quality cars in France from 1921 to 1933, starting with cycle cars then progressing to sports cars, which looked similar to Bugattis. Thomas Jeffery made bicycles before making Rambler cars in Chicago in 1897, with a single cylinder engine and chain drive. The Rambler Company name was changed to Jeffery in 1914.

Rapid were an early Swiss car manufacturer. The Rapporte Forte was an aluminium bodied Jaguar based convertible, but few were made. The REAC-Panhard was a streamlined sports car with gull-wing doors, built in Casablanca from 1953 to 1954. Play it again Sam.

The Red Stallion was an American Cobra 427 look-alike with Ford suspension and V8 engine. They must have been okay because Keke Rosberg bought one.

Reflex was a kit car with Lancia Beta or Ford engine. Regal T-Birds were 1980's copies of

the 1955 Ford Thunderbird. Regis Automotive used Cortina running gear to produce their RAM 4S and Mohawk Lotus-inspired cars.

Reliant started making three wheel vans in 1935, adding the four wheel Regal in 1953, then liaised with other car manufacturers who wanted fibreglass production expertise, resulting in the Reliant Sabre which was superseded by the Scimitar, and the most memorable sporting estate version, the Scimitar GTE. Despite having HRH Princess Anne as a customer, the revived Company went into receivership in 1990.

Louis Renault dismantled his De Dion three wheeler in 1898, improved upon the transmission by replacing the drive chains with a cardan shaft, put it back together with a fourth wheel, then patented the design. By 1900 he had already sold 200 cars. The Renault brothers took part in early long distance races, until Marcel died during the 1903 Paris to Madrid race. The Company continued, including manufacture of small tanks, aircraft engines and hand grenades during World War I.

Renault continued manufacture under German occupation in World War II, leading to nationalisation in 1945, then privatisation in the 1990s.

Renault Sport was founded in 1975 and their first Formula One car was unveiled in 1977. The Renault Turbo F1 car of 1978 was⇒⇒





said to have whistled and steamed like a big yellow teapot, and the turbo lag made handling unpredictable, but the concept of turbo-charging in Formula One was proven in time.

In 1987 Renault introduced their V10 Formula One engine, to great success with the teams they supplied them to, and Championship titles for Nigel Mansell, Alain Prost, Michael Schumacher, Damon Hill and Jacques Villeneuve.



Renault had parallel successes in European rallying too.

Reo was begun by Ransom Eli Olds in 1904 when he left his previous Company to start a new one. Later models included the 1927 Flying Cloud and its cheaper version, the Wolverine. Top of the range in 1931 was the Royale, then in 1936 the Company concentrated on making trucks instead.



The Repco Dean GT car debuted in 1959, with a large rear window split by a fin.

Replicar made modern 1970s and '80s copies of the Bugatti Type 35 and 43, and the Ferrari 250 LM and SS100, all based on VW chassis.

RGS revived JAG fibreglass bodies, renaming the new versions RGS.

Rickman Bros. made Métisse motorcycle frames, off-road vehicles and a well-engineered coupé based upon Ford Sierra components.

Riley made fast roadsters and sports cars, resulting in 1930s racing victories for Malcolm Campbell, George Eyston, Sammy Davis and Raymond Mays. Riley was sold to William Morris in 1938, and British Leyland discontinued the make in 1969.

Rinspeed were Swiss Porsche customisers and modifiers. Rising House Motors of the USA made a 1980's copy of the Maserati T61 "Birdcage" on a VW chassis. RMB made 1980's copies of the MG TF ("Gentry") and Austin Healey ("Heeley") on Triumph chassis. RM Classics made 1980s imported copies of the Lamborghini Countach and Lotus Seven, leading to legal problems in the UK with Caterham and Westfield. The Roadster Victoria was a Morgan copy using VW Golf running gear.

Albert Barley founded Roamer in 1916, naming his Company after a famous race horse. Roamer cars looked like Rolls-Royces, but were considerably cheaper.

The Roaring 20's Motor Car Company made their retro-looking Corsair in the roaring 1980's. Robert's Motor Company converted Chevrolet Corvettes to look like Ferrari Daytona Spiders, and were used on Miami Vice until the TV show was offered a real Daytona by Ferrari. Robin Hood made a similar Daytona look-alike from 1984, but using Rover SD1, Jaguar or Triumph TR7 components. When Ferrari started to object, Robin Hood switched to a Lotus Seven look-alike instead, with Triumph Dolomite components.

Robley Motors made Leader sports cars from 1990. Rochdale was founded in 1948 to make aluminium sports and racing car bodies.

Further use of fibreglass resulted in classic looking sports cars such as the Rochdale Riviera and Olympic, until the Company decided to concentrate on industrial fibreglass instead of making cars in 1968.

Rockefeller Yankee was another fibreglass car maker, but only in the USA in 1953, with Ford V8 engines and suspension enabling a 100mph top speed.

Hans Rohr made luxury long wheelbase cars from 1927, and the Company continued after he sold it in 1930. Charles Rolls was a Panhard dealing, ballooning, car racing playboy, while Henry Royce was a hard working crane manufacturer. They became business partners in 1904, Rolls-Royce cars being made in small numbers until the 40/50 HP Silver Ghost, of which 6,220 were sold until 1925. Later models have included the Silver Shadow, Phantom, Camargue, Corniche and Silver Wraith.

The Romanelli was an aborted attempt to mate a fibreglass body with a bespoke 520bhp 6-Litre V12 engine to achieve 203mph.

Ronart made a desirable fibreglass kit car in 1986 based on Jaguar components.

Rosengart built Austin Sevens under licence, then Adlers and Citroens, with their own, sportier bodywork.

James and John Starley owned the Rover Cycle Company, built a motorised tricycle in



1888, and their first car in 1904. Rover merged with Leyland-Triumph in 1967, becoming part of British Leyland in 1968.

Models included the 2000SC/2000TC, 3500, 3½ Litre, Range Rover, Land Rover and SD1. The 3500 SD1 had 155bhp and 125mph top speed at first, which was exceeded by the 1982 Vitesse, with 190bhp.

Royale made 1970's versions of the Bugatti Type 35 and Mercedes-Benz SS on VW Beetle chassis. R-Sport made Renault 4 based sports cars in Uruguay in 1955 and 1956.

Alois Ruf customised Porsches so much that his cars had their own Ruf chassis plates and his 1985 Ruf Porsche 911 bored out to 3.4 litres with twin turbochargers had a top speed of 210mph, faster than the factory's 959.

Ruger were a famous American gun maker who made a brief attempt from 1969 to 1970 to recreate a fibreglass version of the vintage 4½-Litre Bentley, with a 7-Litre Ford V8 and naugahyde fabric covered body panels. Claimed 0-60mph was 7.7 seconds.

Rush made 1980's German copies of the AC Cobra and Lotus Seven. Engine availability included the Sierra Cosworth unit, providing a claimed 169mph and 0-60mph of 3.7 seconds for the Seven.

Ruska were a Dutch Beach Buggy manufacturer, who also offered copies of the Mercedes Benz SSK, Auburn Speedster and SS100 in the 1970s and 1980s.

RVIA made 3-Litre Bentley inspired Sunrise cars from 1979.

RW Kit Cars took over production of the Karma (Ferrari Dino look-alike) in 1984.

Ryder made VW based kit cars in the UK from 1980 to 1982.

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

1. Marusan Renault Caravelle plus four other cars £285.00 (152527068773).
 2. Aurora HO Thunderjet Repco Brabham F1 £230.81 (222510211338).
 3. Marusan Renault Caravelle £227.94 (302350329944).
 4. Spanish Scalextric Renault 5 Turbo and Mégane, plus 14 other cars in carry case £214.08 (263019889939).
 5. French Scalextric Blue Renault Alpine £192.34 (172617384433).
 6. SRC Rondeau M379 1979 Le Mans car £165.00 (331338779809).
 7. Tyco HO Renault F1 £118.49 (252986009443).
 8. Penelope Pitlane 1933/34 Napier Railton £115.00 (132164181429).
 9. Scalextric NSCC 1976 Green and Silver Rover SD1 Cars £110.00 (252876141256).
 10. Jouef 1/43 Renault 5 £109.90 (112432185353).
- A good showing by Renault there in the R Top Ten. Surprising to see the Caravelles beating the Renault 5's. Tres rare, as the seller of the Jouef Renault 5 wrote. I still remember one particular Renault 5 bravely blasting past my Mk3 Ford Escort estate along a tree-lined canal side lane in France, which surprised me as I hadn't realised they could be driven that fast.

Nice to see a brace of NSCC Rovers sneaking in there, too. Perhaps it's time for another NSCC eBay Top Ten:

1. Ninco NSCC 2015 UK Slot Car Festival Red E-Type Jaguar £192.54 (332176878964).
2. Scalextric NSCC 2017 Milton Keynes Swapmeet Orange Boss Mustang undisclosed offer above £110.00 (222525904472).
3. Scalextric NSCC 1976 Green and Silver Rover SD1 Cars £110.00 (252876141256).
4. Pioneer NSCC 2014 50 Years Green Mustang £100.00 (132159302945).
5. Scalextric NSCC 2016 Milton Keynes Swapmeet Union Jack Bentley undisclosed offer over £99.00 (162507933243).
6. Scalextric NSCC 25th Anniversary White BMW Mini £99.00 (112436801785).
7. Scalextric NSCC 25th Anniversary Yellow BMW Mini £99.00 (112436802074).



8. Scalextric NSCC 1976 Green Rover SD1 £85.00 (162155387974).
9. Scalextric NSCC UK Slot Car Festival Red Dodge Charger £75.00 (262991786310).
10. Scalextric NSCC 2010 30 Years Jaguar XJRS £66.66 (302331159031).

No really high-flyers there then, perhaps it's because we are all holding on to our rarer NSCC cars as we should, and not flogging them on eBay at present?

It does look as though the Milton Keynes swapmeet is the one to go to for collectable cars in the future, as well as the UK Slot Car Festival at Gaydon, of course.

Monthly Worldwide eBay Top Ten

1. Scalextric Green Auto Union Body Top and Underpan only, undisclosed offer above £1,885.05 (272713567990).
2. Cyclonic (Similar to GT40) £1,539.71 (122558059234).
3. Scalextric 1960's James Bond Set £1,200.80 (252984276643).
4. Aurora HO Seven Truck Tractor Units undisclosed offer above £1,153.34 (122565906425).
5. AFX HO 94 Cars Collection £846.35 (132220560528).
6. Scalextric Digital Jadlam SL32 Four Car Set £799.95 (391047433201).
7. Scalextric Tinplate Austin Healey £789.37 (252329586072).
8. Aurora HO 26 Cars plus 4 Trucks plus track collection £739.00 (201936769247).
9. Scalextric Sport 8x12 Foot Four Lane Layout plus cars in Los Angeles undisclosed offer above £629.00 (401321391878).
10. Cox 1/24 Super Cucuracha Thingy Roadster £619.73 (252962884948).



Quite a mixture of different items featuring in the Top Ten this month. A strong showing of Aurora / AFX HO scale cars, I thought this could be the US influence again, but only two are from the USA, with the 26 car collection being from Poole in England.

Williams 40th Anniversary



We were privileged to attend the Williams 40th Anniversary event at Silverstone this month. I never thought I'd get to see Nigel Mansell's Red 5 Williams on the track, but there it was, back in action after 25 years.



A good day was had by all, and afterwards on Facebook I discovered we had been watching Tony Trimmer driving the Saudia Williams car.

The pit area at Silverstone has clearly been updated over the years, as I was lucky to spot one of the sought after Corgi kit versions on eBay, which certainly has a vintage look, together with the Corgi Shell Filling Station kit plus a Scalextric pit kit, all built up and painted, for just £20.00 this month (282518329320).

Needless to say, I pressed the "Buy it now" button pretty quickly before someone else spotted them!



As David Yerbury cheekily wrote on Facebook when he saw my efforts at polishing my red Vauxhall Zafira, "I didn't know they did them in Pink".



Monks Bar Models

We also made it to York this month, and I remembered there was a model shop near the Minster. We found Monks Bar Models eventually, and I was pleased to see what is becoming a rare sight these day, a Scalextric window display.

I couldn't resist adding to my Caterham Seven collection with their Collector Centre version.

I also noticed the Shop still have a blue VW Van on display in their cabinet, so if you want one, and you live near York, you know where to go. ■

