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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President

Putting Things In Perspective

Regrettably, as I write this month I am feeling at a bit of a loss and somewhat saddened, and I apologise for this editorial but I wanted to write this and pay my respects so to speak, as I think the time has come to say goodbye to a loyal and old friend, and I am talking about one of our Huskies, Sesi who is at the grand old age of nearly 13 years old (or 91 in dog years) and who despite always being up for a walk has today barely moved and is currently lying in the garden and showing little interest in anything, and so I think the time has come to say goodbye to an old friend and do what is right for him this coming week.

Those of you who have pets will know where I am coming from, and those of you have never had a pet maybe not? Perhaps thinking it is only a dog, but after 13 years around the house, tripping you up, destroying furniture and other items, plus of course stealing your dinner when you are not looking you get attached, and more poignantly, Sesi of course grew up with Lianna and was always "her" dog, she will miss him.

I would also say that I actually think more of Sesi than I do a lot of people, after all he was always there for all of us, even if at times he feigned indifference to us as long as we fed him and walked him!

This of course puts a lot of things in perspective, after all we are all getting older and nothing and no one last for ever, and it makes some things that happen seem pretty unimportant and really quiet trivial when you look back at them, indeed what is to say will happen next year or even next week. For example this month in Messages From Margate it can be read the Hornby still may not be out of the woods regarding their financial predicaments and so who is to say they will continue for ever more? We have after all in the last couple of years or so seen a number of manufacturers appear and then disappear again, but I guess a bit like my family, other manufacturers will always be around and we still have one Husky around and I hope she will be with us for a number of years to come.

Until next month.

Jeremy



MESSAGES FROM MARGATE



email: factory@nsccl.co.uk

By Pete Simpson

Once again, Hornby have featured on the KentOnLine website of the Kent Messenger Group. This time it is with the revelation that, having sold the Margate site for £2.25m, Hornby will be leasing back part of the property to house the Visitor Centre and retail outlet at their current location. The buyer for the Margate factory site remains a mystery but it has been reported that the sale has netted Hornby £900k of profit so this must be good news for anyone concerned about their future. As yet there is no news of the proposed move to a site in Ramsgate the prospects of a shiny new visitor centre must have diminished. Quotes from Hornby indicated that, due to a reduction in excessive stock levels and a restructuring of operations, their turnaround plan is proceeding as expected and the company is well positioned to continue its transition to profitability and higher cash generation. However, a week later, The Guardian reported the departure of Hornby's chief executive, Richard Ames, linked to the third profit warning in five months. It's certainly worth visiting www.kentonline.co.uk occasionally to keep up to maintain visibility of Hornby news.

Meeting with Scalextric

My plan for a monthly visit was destined to be undermined, yet again. Everything was arranged to maximise the investment in the national rail network: a trip to north London and an overnight stay with a friend then the following morning a relaxed trip to the Old Street Hornby office to learn all about the latest

developments from Ricky Black. But, just as I was packing my bag, one final check of the email upset the great plan: Ricky would not be available. OK, a bit annoying as I'd already bought my train tickets but at least there'd be no need to rush back the following day. However, Ricky did offer a reschedule to one day the following week: by coincidence we had a theatre trip arranged so dropping by the Hornby office could still be achieved. As it transpired, Ricky couldn't make an alternative meeting so it will have to be rearranged. Thank goodness Hornby recognise the opportunity to team up with the NSCC.

However, all is not lost Messages WILL survive for now! With the library of images I compiled in December, I still have enough of the 2017 range on which to report for a couple of months. So, news from:

Track Test

The Daytona Prototype was covered in the November Messages, but as Scalextric have posted further rendered CAD images covering the development process, I've included a few





more details. The first version, C3769, originally due last year but deferred to 2017, will be joined later in the year by a second livery, C3841, to represent the car run by Michael Shank Racing. The version depicts it as the number 60 car run in the 2014 IMSA Tudor United Sports Car Championship race at the Circuit of the Americas in Austin, Texas driven by Ozz Negri and John Pew. The pairing finished 6th in this race, the same placing that the team achieved in the championship at the end of the year.



Also shared with online enthusiasts are design views of this car, the Lancia Stratos and the Ford GTE. It's often easier to appreciate the complexities of the body shape from these images. All three look to be reasonably delicate



in execution but the Ford appears to challenge manufacturing capability with many intricate undercut mouldings. I'll provide updates on these once I see either the prototypes or liveried examples, most likely at the Gaydon SlotFest in May.



Approved Models

The three new models shown this month are all examples of GT cars raced in the Blancpain Championship, spread over a period of four years. Whilst none of these are new mouldings, each adds a colour variation to those released in the past.

McLaren

The long lasting 12C GT3 will be available again this year in another three liveries. According to the entry in the 2017 catalogue, ➡➡



model looked stunning, illustrating the some of the benefits gained from the move away from tampo printing even if it may not be as resilient: resist the temptation to run a fingernail down door openings as it can lead the film flaking off.

Bentley

C3850 represents the car of Leon Price, Rob Barff and Jordan Grogor as driven to 46th place at Monza in 2013. However, the Scalextric website proclaims it to be the 15th placed car from the Spa 24-hour race later in the year but on that occasion Rob Barff was aided by Chris Goodwin, and Bruno Senna. The names on the doors show the latter, better performing drivers to be resident so it looks like further disappointment for all Price and Grogor fans. The decoration applied to the sign off



In addition to the 60 year celebration Bentley shown last month, this year Scalextric bring us two more versions of the Bentley Continental





GT3. This one, C3843, from the 2015 Blancpain Endurance Series Spa 24-hour race, was driven by Harold Primat, Vincent Abril and Mike Parisy to 9th place. Together with last year's C3715 and the other 2017 release, C3846, Team HTP fans will be able to collect the team's cars in red, white and blue. Very patriotic. Like the McLaren, this model was first released a few years ago, so has a sidewinder motor. For a vast increase in performance, the Slot.it chassis from Shapeways can be highly recommended it creates a truly impressive beast, either on a club track or at home. If there is one car that is worth the investment, this has to be it. Please see the note at the end regarding colour integrity: the view showing the car head



on is probably the most accurate rendition of the glorious red of this model.

Aston Martin

2017 brings more of versions of the Aston Martin Vantage GT3: this one, C3843, is from the first round of the 2016 Endurance Cup race held at Monza. The Oman Racing Team Aston, prepared by Kent based Motorbase Performance, was driven to 13th place overall, 4th in the Pro-Am class, by Ahmed Al Harthy, Devon Modell and Jonny Adam. In a similar fashion to the Daytona Prototype mentioned above, they too finished in the same position at the end of the season. Again, this is one of three versions due out this year, the third of which has yet to be illustrated by Hornby although images for the mystery car, C3856, can easily be found online: if the one I found is correct, then it's the one to wait for.

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The observant will have noticed a high degree of colour variation between images, especially those of the Aston Martin. This is due to my using two cameras: the Nikon D7200 captures blues quite well but the trusty D50 still does a better job for reds. Of course, that's when under artificial light, all could well change in natural sunlight.

2017 Range

At the time of writing at the end of February, it might be anticipated that the models due for release this year would be well defined. Well, defined they might be but not in one coherent format available to the buying public. It seems that the definitive list of 2017 releases is the price list issued to the trade: comparing this to the catalogue and the Scalextric website reveals that there are more than a few discrepancies. On the positive side, there should be more models than included in the catalogue or online. The detrimental effect could be that some may be dropped if Scalextric don't receive sufficient orders. These orders could be expected to come from enthusiasts having studied the catalogue or website. Has anyone spotted the apparent weakness in Scalextric's marketing policy? Presumably, if few know of the impending models that are not being advertised, the orders will be low leading to a cull of certain models.

Mad Max 2? I don't have a solution and have not been able to discuss this aspect with the "engaged" marketing team: as soon as I get the opportunity I'll either be raising the subject or looking for the nearest construction to relieve cranial tension. Does anyone require the definition of a self-fulfilling prophecy? If you're reading this, Jeremy has given up all hope and withdrawn his threat to curtail my views!

So, just as a final reminder of the car we're not intended to know about, contact your favourite retailer and ensure that sufficient orders are received to encourage Scalextric to put the second example into production.

Many thanks to Ricky Black for allowing me access to the early sign off models included in this report. ■



FLY *On the Wall*

BY **DAVID BATES**
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Welcome to Fly on the Wall for March 2017, in February, I mentioned Terry's meeting with Flyslot's Rafael Barrios Jnr. at the Nuremburg Toy Fair and hoped to give a report this month. Terry tells me that the meeting was enlightening, however most of it he was sworn to secrecy and for good reason. I will let you know as soon as I can about some exciting projects from Slotwings, possibly in next month's issue.

Regarding the new releases from Flyslot we featured the artwork for last month, the two beautiful Ferrari 250LMs should be available via your favourite dealers now. The first is the Tour Auto car from 1969 driven by JP Rouget and JC Depret (FS053108) race number 192, with the



spare wheel attached to the rear panel. Rafael Jnr. recently told Terry, he was not sure if he was going to fit this or not. The other car (FS053109) is the 250LM, race number 2, entered into the 1964 Road America 500 sports car race, ➡➡





driven by Walt Hansgen and Augie Pabst. This is the Zerex Special car before it was painted in its more familiar metallic blue.



We have a picture of the real, red Lancia 037 Martini Alen/Kivimaki test car (FS046103) that we showed the artwork for in February. We also have a picture of the Renault 5 Turbo Tour de Course Rally Monte Carlo 1984 as driven by Jean-Luc Therier and Michel Vial (037102) that we showed the artwork for in February.

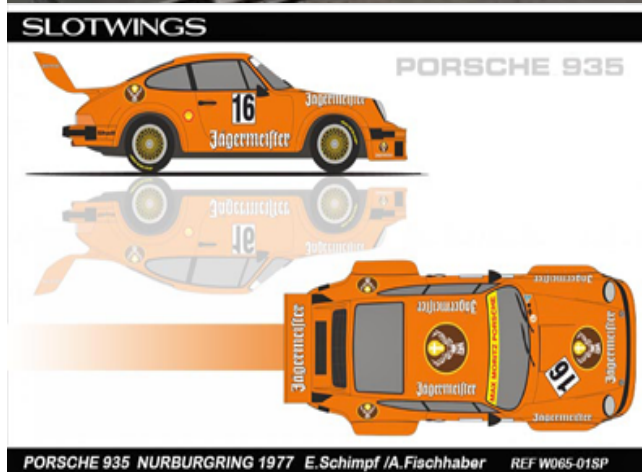
Slotwings have more new (old Fly tooling) releases this month and it looks like they are the



busier of the two companies. The next version of the F1 March 761 (SLW045-02) should be available by the time you read this. Although the livery has been done before, there are detail differences and the previous model had the pre-mid 1976 season high airbox, while this is the Brambilla car, number 9, that raced at Monza later that year.

Fans of this car will be delighted to know that there are more liveries of this car due during 2017.

The next Slotwings release of the Porsche 935 will be a Jagermeister liveried version which



PORSCHE 935 NURBURGRING 1977 E.Schimpf /A.Fischhaber REF W065-01SP

was fitted with the large rear wing, the model (SLW065-SP1) is the car that raced at the Nurburgring in 1977 driven by the pairing of E.Schimpf/A.Fischhaber.

Due at the same time will be the second of the Carlos Sainz/Luis Moya Historic Rally cars. This time it is a white Porsche 934 (SLW044-04) as raced by them at the Rally Historicos in 2013.

We expect some interesting BMW M3s over the next few months as well as the other exciting news!

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



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



Welcome to the March 2017 Carrera Corner. We have news of three new 1:32 scale model releases and preliminary pictures of these models.

First up we have CA27549 Porsche 918 Spyder Gulf Racing number 2 in the distinctive Gulf colours. The Gulf Oil racing livery is one of the most iconic liveries of all time. The classic orange and blue scheme has been seen on many different cars, but none is more famous than that of the Gulf liveried Porsches from the 1970's. Championed on the infamous Porsche 917K, and truly made famous by Steve McQueen hero's in the film *Le Mans*, the Gulf livery has become quite special to Porsche. Which is why when the new hybrid 918 Spyder hypercar debuted, Porsche saw it fit revive the historical



racing livery once again but on only two cars out of the entire batch of 918s. As such, those two real cars now are worth quite a lot of money. The 918 is powered by a 4.6-litre V8 engine, linked to a 6.8kWh battery. This hybrid setup produces 874bhp, and enables the 918 to





reach a top speed of 214mph. This also means 62mph is achieved in 2.6seconds, with the same speed achieved in all-electric mode in 6.6 seconds.



CA27551 is the Lamborghini Huracán LP610-4 Avio. The Lamborghini Huracán LP 610-4 is the car which replaced the Gallardo. 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 100 km/h (62 mph) in 3.2 seconds, to 200 km/h (124mph) in 9.9 seconds and has a top speed of 325 km/h (202 mph). Its maximum power is 610 cv (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. There are five colour options, Blue Grifo, Grigio Falco,



Verde Turbine, Grigio Vulcano and Grigio Nibbio and three options of colours for the stripes. The interior is made of black leather and Alcantara. Carrera have of course made other versions of the Huracán.



Finally we have CA27552 Porsche 917K Gesipa Racing Team race number 54. The car is finished in the yellow and blue livery of the Gesipa Racing Team. The Porsche 917 is the race car that gave Porsche its first overall wins at the 24-hours of Le Mans in 1970 and 1971 making it one of the most successful sports racing cars of the 1970's. The model represents the car as driven by Jürgen Neuhaus and Helmut Kelleners at the Nurburgring in 1970 which unfortunately it did not finish. Carrera have again made other models based on this car.

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 and have provided the information for this article. ■



Ciao everyone and welcome to this month's edition of Forza Slot.it. After a couple of quite months then I have a bit of a bumper edition for you this month as Terry from Gaugemaster has sent me a whole load of stuff from the Nuremberg Toy Fair for me to share with you. On top of that, Terry has kindly supplied me with the brand new chassis/body combination of SICA33a R8LMP and what a beauty it is! I'll put that to one side first and start with the Toy Fair news as passed to me by Terry.



Perhaps I should start with Slot.it but I'm going to go with Policar as the snaps that Terry has sent me of the new March 701 look the mutt's nutz to me. The first one out of the blocks will be CAR04a March 701 as driven at the Belgian GP in 1970 by irrepressible Chris Amon followed in the near future by CAR04b March 701 as run at the South African GP in 1970 as piloted by the legendary Jackie Stewart. I don't think that the pictures do these cars justice as they just look absolutely spot on. I expect that rivet counters may disagree but there are limits as to what can be done in 1/32nd scale at a sensible price and these are pre-production cars that look almost too good to be true!



Focusing on the red Amon car first and, to me, this looks far more distinctive, has more of a wow factor and is more eye catching than the blue Stewart car, but you are all welcome to have your own opinion! The best view so far would be the top down view that shows the driver helmet and engine detail as well as the main STP sponsor logos plastered all over the car to great effect. The outstanding news is that this car should be in the shops by the time you read this and Terry has promised to whizz one over to⇒





me ASAP so that I can get my grubby hands on it and give it a thorough review. After the quality of the first Lotus 72 I doubt if any of us will be disappointed but I will save my full thoughts and comments for the real hands on experience!

Moving back to the blue Stewart car and I sincerely think that this will be a massive seller for the dealers as whilst Chris may be very well known and respected by people who are keen on Motorsport, Stewart is just a worldwide household name for good reason as I'm sure you all know! The blue Elf sponsored 701 just does not look so cohesive as the STP liveried car, dull even, but again the detail looks superb and you can hardly blame Polycar for accurately reproducing the livery as it was. Either way, another outstanding looking model that deserves to sell well and Terry informs me that it should be in the shops around about the April/May time frame. I reckon pre-orders for these cars are a definite good idea if you are as excited about these as I am! Get your orders in now so as not to be disappointed.

Guess I had better get back to Slot.it as that is what I am supposed to focus on! Having said that, there appeared to be very little for Terry to get his Lord Snowdon snapping teeth into as nearly all the pictures he sent over to me are of



cars that have been well covered in these pages before and there is very little else for me to say on them. So what are they? Well two more Porsches of the 962 variety being SICA17e Porsche 962C KH from Le Mans 1991 with a new revised cockpit to allow improved digital chip installation and SICA25e Porsche 962C run at Daytona 1988. To me the Repsol livery falls into the must have category but the IMSA spec car still looks not quite right to me, as I have mentioned previously in these pages, but I expect because I like the Millar livery (and it is a Porsche!) that I will probably dig deep and take the plunge.



The next two are a bit more straight forward as SICA36a Opel Calibra DTM from 1995 is going to be getting a good old slot track ragging



by me just as soon as the posty drops it through my door! The DTM Alfa is a track sensation so the Calibra has a lot to live up to don't you think? The last would be SICA37a Matra 670B as run at Le Mans in 1973 in its long tail form. Slot.it have already produced the complete Matra-Simca winning team from 1974 and this is another little gem that is going to find a home in many a slot collection, including mine.



Not entirely a new car but the latest Lola B12/80 displayed at the toy fair has quite a few interesting details and is in an advanced stage of tooling with two completely different body shells. A bit hard to tell from the picture of an all-black test shot car but there are several major differences between the body shells, such as the brake ducts and roof intake, which shows the lengths that Slot.it have gone to produce superb models for us all to enjoy. There are many variations and versions that Slot.it will be able to produce from this tooling so plenty to look forward to on the Lola front in the future I would suggest. No details on the ref. number for this car or any other variations and unlikely to see the first finished model until around November/December 2017. When I know more I will pass it on.

Having said that you will have plenty of other cars to splash your cash on in the mean time! Sadly no more pictures for you but to give you a flavour of other models to come this year then check out this little lot, in numerical order but no release dates known as yet:

CA11i Alfa Romeo 33/3 – 1,000 Km Buenos Aires 1972 (another gorgeous Alfa!).

CA16c Chaparral 2E – 1st Governor's Trophy and Nassau Tourist Trophy 1966 (sorry, not one for me).

CA21f Lancia LC2 – Le Mans 1990 with a new rear wing, to match the real car wing (oops number 1?).

CA23e Porsche GT 911 FIA GT Championship - to be defined (will I be able to resist?).

CA28e Nissan R90CK JSPC 1991 - New rear wing, to match the real car wing (oops number 2?).

CA33b Audi R8LMP #4 Le Mans 2001 (another dull must have in Gulf colours?).

CA35d Alfa Romeo 155 V6TI DTM 1994 Nürburgring (Martini livery with new tooling – pre-order now!).

CA36b Opel Calibra DTM/ITC 1995 - livery to be defined but expected to be the distinctive yellow Promark livery and many other options.

CA38a Audi R18 Ultra 3rd Le Mans 2012 - new short tail body to match the appropriate car model (and it will be dull but desirable at the same time!).

CAR03b Ferrari F40 Advan livery JGTC 1994 (can't get enough F40's for me).

I doubt if that is the full list for the year but all I have for now. Certainly looking forward to a few more surprises and maybe the odd Winners Series Limited Edition car or two, hopefully the Rothmans Porsche 962C that won Le Mans in 1987 that will go nicely with the SICW01b three car Le Mans set from 1982.



After that little lot then, let's now move on to this month's featured car and to put it simply what a stunning livery. I'll be honest, it's an Audi so not off to a good start with me, but it really is a mini marvel of an absolutely beautifully⇒⇒



and accurately reproduced livery of the original car. Really, no words of mine can describe it, the pictures in here or on the web do not do it justice, you just have to get one in your hands and look at it closely to really appreciate the work that has gone on to produce such a masterpiece! It's really hard to tell it is a decal but no way can it be tampo printing as there are just too many colours and intricate details for it to be anything else unless someone knows better? However, I'm sure it hasn't escaped anybody's attention that proper manufacturer decals have come on leaps and bounds in the last few years and when they look this good you can understand why. If only I could produce such good one's myself that don't disintegrate when you put them in water!

So, before I gush anymore, to give this new model its full manufacturer description it is: SICA33a Audi R8LMP, which finished 1st in the "Race of a Thousand Years" that was held on the Adelaide road circuit in December 2000 as part of the American Le Mans series that season. The peddlers for this particular race were Rinaldo "Dindo" Capello (Italian and featured driver) and Allan McNish (Scottish/British!) who are two of the best drivers ever to grace an LMP car, in my opinion. Not convinced? Then just look on the web to see how successful they have both been if you have

any doubts? I believe I mentioned it in last month's article that it would have been better if Allan had been the featured driver for me! However, the helmet design on Dindo's lid is another fine masterpiece of intricacy with little stars and swirls and logos that I just can't read! Is it accurate for the race? Hard to tell, but from the one kinda clear snap I did find on the web I believe that the logo on the front of the helmet should have a dark blue background with a Michelin tyre logo man above it. All the other pictures of a driver in a car I could find are of McNish and with many top drivers changing their helmet design every time they sit in a car who I am to say it is wrong? Bottom line, it looks fab so it doesn't bother me overtly if it is slightly different. Maybe Slot.it could consider supplying an alternate head/helmet for shared cars in the future so we can pick who we want in the car? Surely that would/could be possible at minimal cost to us all? Head mould would be the same, just a different helmet transfer. How about it Slot.it?

Ahhh, it's an Audi so that livery does an absolutely stunning job of hiding one of the most functional aero dynamic savvy and boring body shapes known to the LMP racing world. It has some curves, it is slab sided, an air intake sticking up like a periscope perched on each side just fore of the rear wheels, smaller ones inboard

either side in the aero “valley” in the same area and gaping front valley mouths that exit immediately out of the side of the car just behind the front wheels. Anything else? Well, moving front to rear: a couple of front winglets either side of the nose, almost interesting front light clusters (still no out of the box LEDs as standard – anybody reading this at Slot.it as I keep mentioning this!), there are some box shapes in the passenger area but disappointingly there is no detailing, a single aerial of semi floppy plastic of some sort alongside dual fuel filler caps which then finish at a mildly uninspiring rear wing.

The main rear light clusters are red and nicely faired in with the sculpted rear wings but, oddly, the rear light lens either side in the vertical position where the body drops off have no detail and they are clear. Is this correct, as in should they it be clear or “something” else? I have no idea as I was not able to find any picture that showed me the rear of this car. I will just have to take it that Slot.it have got it spot on. Staying with the rear of the car for a moment and it really is another bit of excellent packaging by Slot.it as they have kept the rear deck accurately sloping down to a very thin tail end perspective and made sure that they fitted the spur gear inside the wheel arch bulge of the “real” cars proportions, marvellous detail. Now let me make this clear. I believe Slot.it have done a very accurate job of producing the simple (dull) body shape of the Audi R8LMP and my criticism is of the real cars design and not how well Slot.it have produced it. They really have done a fantastic job, especially that livery!

I should just stop now, and my advice to you all is go buy one (if this is your type of car/era), but I thought I would ferret around and dig out a comparison car from several years ago as produced by SCX Ref. No: 61010. Now way



back when I first got my paws on this one I thought what a fantastic job SCX had done and even now when I look at again after many years my initial thoughts have not changed. It is another excellent execution of an incredibly difficult livery. OK, but how does it compare with today? Hopefully from the picture I have included you may find it difficult to spot? Yes, no? I did add in another car that I will come back to in a moment but for those who are not sure then from left to right it is Slot.it/SCX/SCX. Looking at the picture it is not obvious but the Slot.it one is much more vibrant in colour saturation than the SCX one. This could be down to age but certainly not down to sunlight as the SCX car has firmly been at the back of my cupboard and, judging by the condition of the braids/chassis, has never sniffed a slot either!

Other differences between the two models? Just casually looking at them from a small distance and it would be hard to tell but once you get down to the details (see the two close up pictures of the Slot.it car) then it becomes more apparent. This is not something that you can see in the three car picture too well but the Slot.it car has silver boxes around each headlight, winglets under the front lights, the wing mirror detail is better and when you look at the rear wing the Slot.it car wing uprights protrude⇒⇒





from the middle(ish) of the bodywork but the SCX car is on the inner edge and can clearly be seen as a separate moulding from the way it has been installed/fixed. Getting into more detail and the air intakes on the Slot.it car have the fish's mouths that finish as part of the intake but the SCX one stops short of the intake. Perhaps the best view is of the two cars side by side from above as from here you can see that the Slot.it car has better and finer detail than the older SCX model. There are other detail differences but really you have to take into account when the SCX model was initially produced (2005) and for the time I still believe it was outstanding. Slot.it have taken this to the next step with more modern techniques and it really shows what can be achieved today, stunning in my opinion is still not enough to describe it.

So what of the other car? Why is it even in here? Well, as I was rooting around for the SCX Croc car I found this one, and a couple of other SCX R8LMP's but, again, this one stood out because of the bold yet simple livery. Now as far as I can find this SCX 61160 Dome S 101 Judd "Holland" car was released circa 2003 and yet again, for the time, the crispness and application of the design is outstanding. Guess what? This one also has Xenon LED lights which is even better for an LMP car but still not standard on Slot.it cars!? Maybe one day?

OK, it's fab but what's wrong with it? Hmm, I have looked at several pictures on the web from



the actual race and that livery on the model looks "very" good to me. If there are differences, and I'm sure there are? Then I can't find them and I don't care. As previously mentioned it is just stupendous and Slot.it should be congratulated just for doing such a grand job. However, maybe you will see it in one of the pictures, the driver's left hand mirror looks like it had too many "cold ones" the night before as it is definitely a bit squiffy and, according to the images I have looked at, it really should be sprouting out of the bodywork lower down the cockpit side for better accuracy. Anything else? Well if I run my finger along the rear edge of the body top I can feel a bit of the mould flashing that has been left behind. Likewise if I really look at the front bottom edge or the body top I can see it has a couple of minor undulations in it and if I flip the car over there is quite a panel gap between the chassis and the body top aft of the rear wheels. In short, I'm really struggling to find anything, except it is an Audi of course but I guess I can't blame Slot.it for that one can I!

On to the track and there is certainly enough pull and power from the Flat-6 motor with the magnet installed to satisfy any home racer but when the limits are exceeded it will be a big smash! I did not try to exceed the limits as I have other less treasured cars for that! Magnet out and Slot.it have nailed it again as far as I am concerned with my type of driving style and the chassis does not disappoint. However, the slight fly in the ointment is my garage home layout undulations as with the accurately reproduced proportions of the car there is just a bit too much front and rear overhang which causes some dragging/ grounding issues in some parts on my circuit. Easier to overcome with the magnet out but not ideal either way which did limit how much I could really push the car and get into a steady rhythm over several laps. On large club layouts where gentler gradients are used it will not be a problem and this new body/chassis combination will probably prove to be just as competitive as any other of the Slot.it LMP type cars past and present.

Vital statistics from Slot.it's website are as follows: Anglewinder Flat-6 20.5k rpm motor (offset 1mm) with the option for inline or inline boxer motors, length 147mm, height 32mm, wheel centres 87.5mm, width 63mm, weight 74.5 grams, 11/28 pinion/gear ratio, 17.3 x 8.2 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 use either sidewinder or the 4WD system due to insufficient clearance within the body which should be obvious from looking at this fab model. The body/chassis is held in place by two screws fore and aft (which have little washers) with a further two screws either side of the motor mount, which have no 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 (which should be standard!) and/or a digital module (SSD, Carrera D132 or Oxygen) of your choice if desired. I did notice that at each corner there is a hole in the chassis, similar in diameter to the two holes provided to raise the height of the front axle. When you look in the body you can see corresponding areas for the body to be pushed up at the corners to raise the body from the chassis for a bit of body rock for the racing fraternity out there. I would suggest that if that is what they are for then you would need to remove the side body screws and get longer fore and aft screws as they are not that long and may not have enough thread to reach.

Conclusions for SICA33a? Another top notch chassis that has plenty of tuning options available to it but no option for a sidewinder motor if that is what you like to race. 4WD is out as well but the real car never had it so not a problem for me either. The Body? I have said enough about that already so I think you get the idea that I think it is pretty good!! It will be interesting to see what other liveries Slot.it churn out in the future as that will probably determine how many I collect as the Audi shape is just not a sexy Porsche now is it!

There have been a couple of other new releases since last month's ramblings that were scheduled for release on 20th February but were in the retailers shops by 17th February when I checked so, you may have yours already then! SICA18e is the latest Slot.it GT40 to break cover. In a very nice red with central white strip over the bonnet/roof/engine cover is the No. 18 team Scuderia Filipinetti car that competed at Le Mans in 1967 and was classified down in 33rd place as DNF after 116 laps as driven by Mario Casoni (featured driver/Italian) and Umberto Maglioli (Italian). Next up would be what I⇒



suspect will be a very popular car just for the livery alone as these lovely orange Jägermeister cars just seem to shoot off the shelves. This is SICA09h (another) Porsche 956KH that competed in the 1,000Km Hockenheim race of 1985 that was part of the FIA World Endurance Championship that year. With a race No. 20 and driven on the day by Gerhard Berger (fab and featured driver/ Austrian/moon lighting from F1 was OK in those days I guess!) and Walter Brun (Switzerland/ founder of Brun Motorsport and mentioned last month as well) this is a must have Porsche for me. Get yours while you can. Not much else to say about these two as they are just new liveries on tried and tested chassis/bodies. Moving on.



Last but not least, some of you may remember that the Slot.it Classic Championship and Italian Policar Championship races were cancelled last year due to the devastating earthquakes in the region. I am now pleased to inform you that these races have now been scheduled for the weekend of 4th and 5th March 2017. In Bubbio. Yes, I know, not much notice/ too late by the time you read this but I have only received this email in the last few days and

March is the next NSCC Journal date. Anyway, just in case it is not too late, full details (or the results?) can be found on the race Facebook page: <https://www.facebook.com/events/714631995361631/> or you can find a link on Slot.it's website (under the "Racing" link/tab) for all the technical rules in English!

Many Thanks to Terry at Gaugemaster for his great snaps and information from the German Toy Fair this year as well as his continued support of the NSCC and Slot.it for any additional news. Ciao and arrivederci till next month. ■



Collector's Corner

By Martin Heaps

This month we're focusing on Collecting French versions of Scalextric buildings and accessories.

French versions are very collectable and in some cases can be very hard to find.

In this article we will be looking at the differences between UK and French items. When you are collecting, certain conditions tend to make an item more collectable.



It is all about condition. If something is rare you might have to put up with an odd brown mark on a yellow Aston or Ferrari, as it is so hard to find one totally unmarked.

However try your best to find a nice straight box or unbroken Grandstand. Finding that item in the first place is generally where collectors need to start. Throughout your collecting career, replace it with better condition ones. As you'll always be able to sell French Scalextric items!

Anyway let's look what's out there:



Nice boxed example of F303 Starter on Rostrum French examples the wording "Scalextric" is in red, British in blue.



Super example of the Café, A228 Refreshment Kiosk, usually has a red counter top though.



Close up of the cardboard interior, super detail in French.



French black half tyre's, UK version in white, again hard to find and a good starting point for a collection.



A201, Event Board and Hut.



Fencing, in red, British is in blue.

Things like Fence panels and start/finish banners are great things to look out for, as they are really rare things. Hence the reason for going to swapmeets and the buzz of searching through the boxes of bits and pieces to find a gem! That's what it's all about!



French Start/ Finish banners, UK version is in black.





Two different types of grandstands, such great lettering adding so much to the look.



Again nice detailing in French.

One major thing when collecting, always try and get the box, sometimes the box can be worth as much as the actual item!



A211 First Aid Hut, French ones have black wood above the door, were as British ones are light brown.

The Rare A233 Entrance Building, British made version has green roof. Note the red Fence details, British ones in blue.



Underneath of First Aid Hut.

→



Images of few French cars and buildings, courtesy of a NSCC Member.



That's all for this month, I hope you enjoyed a look into the French items available. Maybe in an upcoming month we will look into just French cars and different colour variations. Some of the cars come in great colours.

There are also a few tips about buying the French Marshall cars, again a must read before you jump in and buy one.



A208 French Control Tower with red roof.

There are other parts of collecting French items such as the spare parts. Again a highly collected area and can be a very interesting one.

Have a great month, and see you again soon. ■



This year's very successful NSCC Milton Keynes Swapmeet took place in February with more tables and more visitors in attendance than last year. The Swapmeet was a thoroughly enjoyable occasion with a great atmosphere and overall it was another great event. The newly refurbished café at the sports centre was a welcomed improvement which kept everybody refreshed throughout the day.

So, many thanks to everybody who took part and came along with a special thank you to Jeremy and all my colleagues on the Committee who all worked very hard to make the event a success. A special mention to Andy Smith who had the painstaking task of preparing the Mustangs for tampo printing which is a very time consuming job to say the least. However, I am sure that you will agree the results are worth it.

Also, I must not forget to thank my daughter Natalie who did the door and Richard James who once again was a great help on the day.

The NSCC Ford Mustang event car was a tremendous success with all sixty of them being sold to members on the day, making it an instant classic. With none of the Mustangs left and all sold out by Sunday afternoon it just goes to show that if you want one of these cars then you need to be there. Members still enquire after the events about the possibility of obtaining a car

because they were unable to attend and the response is always the same, you needed to have been at the event.

Club Cars

Which brings me on to the next topic. You will recall that I mentioned last month that the Club still has a number of older NSCC Club cars in stock which we are intending to make available for purchase by members. This will be the last opportunity that members will have to obtain some of these cars, particularly those that have been around for a long time. Once members have had the opportunity to purchase those on the list any unsold cars will then be sold by the Club at forthcoming Swapmeets to the public.

So, if you are interested in purchasing any of these Club cars please check the list and order them now because once they are gone, they are gone.

UK Slot Car Festival

Before we know where we are this year's UK Slot Car Festival will be taking place at the British Motor Heritage Centre at Gaydon. The NSCC will once again be playing a key role in the festival and whilst the details are still in the planning stage some members have already spoken to me and volunteered to help over the weekend. I am grateful to those members who have already given me their names and I know many other members are also very willing to support the Club and the Committee by helping at such events.

So, if anybody can spare a couple of hours to help over the weekend could you contact me and I will put you down on the list. One of the benefits of helping the Club over the weekend of course is the opportunity to purchase a NSCC/Slot Car Festival Limited Edition car.

International Federation of Slot Car Clubs

As you know the NSCC is one of the founder members of the International Federation of Slot Car Clubs (IFSCC). The purpose of the IFSCC being to create a collective voice to the manufacturers particularly in relation to the needs of collectors, ➤➤



with membership open to any constituted Club be it focused primarily on collecting slotcars or on racing slotcars.

The Chair of the IFSCC is currently being held by our Dutch colleagues from the SLN (Scalextric Liefhebbers Nederland) and we are working very closely with them and other member clubs to develop the federation particularly Adrian Norman and the Viking slot car club.

The Federation currently has a website under development and an active Facebook site with over two hundred members from around the world in addition to member clubs in the UK, Holland and Australia.

The IFSCC will over time develop into an organisation that will bring added value to the hobby and help to make it more resilient in the future. It is therefore important that the NSCC is a valuable member of the IFSCC and takes part in developing it in the future.

Two events are being planned this year. Firstly, you may have seen on the flyers at the Milton Keynes Swapmeet that 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.

Also in the planning stages is a possible race event in the UK involving IFSCC member clubs on the Saturday prior to the Leeds Swapmeet. This year's Leeds Swapmeet is taking place on the 8th October 2017. This IFSCC event is currently in the planning stages and there will be more information about it in due course.

Promotions Officer

Finally, I would like to take this opportunity to congratulate and welcome Nigel Roberts to the Committee as our new Promotions Officer for the Club. I know that Nigel is keen to help promote the Club and we look forward to working with him as we move the Club forward. I am sure that everyone will support Nigel in his new role and look forward to meeting him at events throughout the year. ■



Taking it sideways

BY RAY BROWNSON

Hello again. Sideways did not attend Nuremburg 2017 and there are no details available of their plans for the year ahead. They are, however, producing a series of differently seven coloured versions of the Schnitzer BMW M1 Lubrifilms RCSW44 for an unnamed European race series, with each car being limited to 96 copies. The cars have the numbering RCSW440, RCSW44P etc. Given the production run there will be very limited availability in the UK.



A Pirelli grid girl, RCSWFig-014 will also shortly be available. She does not appear to



have a name so you have a free choice. You could even decide that the girls are in fact “Trans” and add a bit of diversity to your home circuit.

The first round of the 2017 Nascott Wood Sideways Group 5 championship took place a few weeks ago. The cars must be standard although the regular motor mount can be replaced with the Slot-it CH29 motor mount. The class is popular and all the models in the range were raced. The new Lancia Stratos HF Turbo (RCSW52) made its debut and contrary to expectations, the large rear overhang did not affect performance and the car was very fast straight out of the box. It was also good to see a Ferrari 512BB debuted, with a Slot.it motor



mount, which was also fast. That was the yellow RCSW30 car. I gave my BMW 320 a run but both the car and I need quite a bit of work to get to the front of the pack. The 320 is well balanced but with the roof line I think the centre of gravity is higher than in other models, particularly the new Stratos. Nick B raced a very attractive self decorated Mustang (RCSWK-FM).



Terry Smith has asked me to point out that it is not certain that the Le Mans Lancia Beta Monte Carlo number 65 will be produced in a box team set. We will have to wait and see. The Warsteiner BMW 320 (RCSW50) should shortly be available along with the Miller Mustang (RCSW46). More next time. ■



The International Federation of Slot Cars: An update

By Thera Brok (SLN)

The IFSCC has now found volunteers who have helped set up social media to get the word out that the federation has been created and is recruiting clubs and third parties. There seemed some concern from clubs about joining because they were afraid of their independence being lost.

However, to make clear, the IFSCC will never lay out rules for the clubs, there is simply no need, every club is independent and has its own rules, means and values. The IFSCC aim is to connect slot clubs and friends of slot racing and or collecting. The IFSCC wants to connect with the manufacturers and also with the customers of the manufacturers, as well as expressing their wishes and providing advice on bought and used items out there.

For some clubs it may be just one manufacturer, but for other clubs it could be more manufacturers. But no club has to do this on their own, and by being a member we hope relationships can be forged through the IFSCC. The main goal is connecting slot fans, sharing and if possible developing the hobby with other fans and learning from each other and supporting manufacturers and distributors in working with their customers.

Of course, being spread across Europe and other continents we are not relatively close to each other, however we are working out how to overcome and improve this, for example by proxy racing. It would be great to get this going with your help and your teams help. Because it is also a consideration for the American members and other continental clubs. We do not want to interfere with made agreements of clubs and their local distributors. That is also relevant for all agreements made between clubs and any other third parties. We would like to

make a database of many different subject concerning the hobby so friends of the club can browse through the collected information and ideas. As the IFSCC sees it we can learn a lot from you and your team, maybe you would consider joining up for guiding us and working with each other in the process?

Remember we have only just began and with the great help of all volunteers and clubs we are now in the building stage, but have still lots to figure out. Please take this in your consideration. And join the IFSCC.

We would like to at least have one swapmeet organised combined with a race/proxy race.

We want this year to be the year in which we extend our joining members and we wish to make sure that the IFSCC will be well-known all over the world.

We want the clubs or other parties be confident that being a part of this federation is good. The door must be open for everyone who wants to join either on the website, as friend or on Facebook. So come on everybody, inform yourselves about the do's and don'ts of the IFSCC and spread the word about this great federation.

Our Facebook page has been set up and now has about 210 members/friends whom enjoy exchanging information about cars, namely pictures and where there will be race meetings. This is still a step too high but with joined efforts who knows and can we have in 2018 a calendar with six races/proxy races.

How to contact us:

Facebook: International Federation of Slot Car Clubs

Website: <http://ifsc.co.uk/index.html>

Thank you, Thera Brok, Chair IFSCC. ■



BITS & PIECES

BY GRAHAM PRITCHARD



Hello everyone and firstly I must apologise to all concerned for not being able to attend several recent events due to “unforeseen circumstances” (including the “Mother in Law in Hospital for over a month” if you want it straight), and that’s after a long period of other “family problems” as well in the run up to Christmas, so as you can imagine my slotcar activities over the last few months have been severely curtailed to say the least, but these things have to be endured, and so I will just have to work around the problem to the best of my abilities, It meant of course that I did miss the Milton Keynes swapmeet which by all accounts was pretty good and that I couldn’t catch up with a few people as a result.

Chase Cars News

One of my intended targets at Milton Keynes was Gareth from Chase-Cars, so having missed him on the day then he very kindly sent me this by email so that you could all see the latest news on CCBB together with an insight into some of the other aspects of the processes that have to be considered when you are making and selling kits.

Hi Graham,

I’ve made a bit more progress on Chitty this month, the front hubs have been tweaked and the front axle redesigned to make it stronger after the first trial showed it to be a bit weak. It’s also been an opportunity to show off my painting skills of zero, I would probably be better off giving the car to some toddlers doing finger painting and it would turn out better. To start with I put some grey primer on, two thin coats. Then I used brown paint over the whole car, 3 coats to get all the coverage over the rear. Then mask off the boat tail and spray it all gloss black



which came out with a delicious gleaming shine. I used a silver paint pen on the bonnet and gold paint pen on the brass parts with 3 coats of red on the wheels to get the colour as strong as possible.

The tyre’s sidewalls are just a bit too tall so I’ve made enquiries about getting some custom tyres cast. I designed some with the correct tread pattern, Goodyear logo on the sidewall and a nice fit on the custom made wheels, hopefully they can be made without too many problems. There’s still the driver to sort out, I have one that’s suitable but I’m not looking forward to creating the mould. This car has no graphics or shaped windows which saves me a chunk of work that my other cars have but there’s still a lot to get done before it’s ready in time for the Slot Car Festival at Gaydon. I’ll have a track set up so come and say hello and try some of the cars.

I’ve also been spending some time creating the graphics for the Coyote, the customised kit car from Hardcastle and McCormick TV series. I create all the artwork in a very old version of CorelDraw which isn’t very sophisticated but it allows the graphics to be created in vector format, this means that it can be scaled without the resolution being affected.

As usual, the story behind the car is more interesting than the dodgy ’80s scripts. The car started off as a



Manta Montage, itself a copy of the McLaren M6GT but based on a VW Beetle floorpan. In the early shows there are a few shots of the interior and the VW gearstick and pedals are very obvious. However in later programmes and the title sequence the interior is shown with a chromed gate for the short gearstick and beautiful dials with a very un-Volkswagen red line high up the revcounter. These were shot on a Ferrari and substituted in the edit room to make the car look more impressive. The engine noise was dubbed on and is the same sound effect as used on the black Lamborghini Countach from Cannonball Run (you'll remember the female drivers if not the car).

There was also a stunt car which used a spaceframe chassis around its strong roll cage, the VW suspension was toughened up as per so many dune buggies and the bodyshell was made in sections so damaged parts could be quickly replaced. It may seem crude now, but it's one giant stage better than the Dukes of Hazzard that destroyed a complete car on every jump, with the Coyote it was strong enough to complete a jump and drive away for the next scene.

For series 2 and 3 the Coyote was changed but they tried to make it look similar, a bit like if Bodie and Doyle had stopped driving Capris and started using Morris Marinas with the word "Capri" painted down the side. The reason for the change was that Brian Keith who played Judge Hardcastle had difficulty climbing in through the window of the original car so another was built



around a DeLorean. The gullwing doors solved the problem of access but the smooth McLaren shape just didn't fit over the DeLorean's boxy proportions and the whole car went from looking like a kid's dream to a nightmare.

Thankfully my 1:32 model is from Series 1 and has the original, flowing good looks. It's also incredibly low and quite wide so possibly it will be popular with racers which makes a change for my stuff.

Nice one Gareth and I don't know about you, but I'm finding "the background information" very interesting indeed in relation to the cars that Gareth is making as even though you may have watched the actual programmes when you were younger, this sort of stuff was never ever available, so please keep up the good work Gareth!

GP Miniatures

A couple of new products this month, we thought you might like to see these items as well as they are all part of his range and very nice they look too, with the 1/43 showroom being



a particularly good seller apparently but if you have room then I think that the 1/32 version is really great and would make a very nice feature on anyone's layout for sure.

Slot Track Scenics Latest "Silverstone" Digital Open Day



Right, next on the list of events that I ended up missing out on is this one and when you see that they ended up racing Digital Hornby MK1 Cortinas and Transit vans then I really was a bit miffed to have not been there!

However, all is not lost as several of the Bearwood Digital racers were able to attend and fortunately for us my good friend Mark Wadeley had this to say about the day, as well as supplying me with a few photos that he and Adrian Judge took on the day.

Today was another superbly organised day out provided by our friends David and Guy Jessett, with a full day of semi and not so semi serious racing for everyone who attended, and at a very reasonable price indeed.

Several members of both the Bearwood and the Black Country Digital Racers went along together with a few locals of which some were actually trying "Digital Racing" for first time it turned out.

My lads were in heaven to be allowed so much time on the track, and Guy was showing off his model helicopter pilot skills as well in the back ground so there was plenty to see and do for the whole of the day for everyone.

Everyone also seemed to come away having learnt more about "Digital Racecraft" and/or how to set up the cars or even just how to use the SSDC race program itself which is a great result for everyone then as it is far easier



to get your head around everything that the SSDC system has to offer if you are in the company of experts rather than by simply trying to understand it all yourself at home.

The day is also a showcase for Slot Track Scenics excellent products and why not as their massive range of trackside items really brings the racing to life especially when it's seen on a scale as large as this is!

I really must say again that David and Guy are the most excellent hosts, and with plenty of cars supplied by ourselves and David that were available for everyone to use then what more could you want from a day like this?

We even managed a bit of night racing which really did show off the "lights on all of the time" exceptionally well and with all of the usual banter going on then you really did miss a good one Graham!

OK Mark, no need to rub it in mate I know I missed another great day so hopefully I will be able to make the next one as got to say that the photos really do show you how the track has evolved from just a basic layout with gaping areas in the middle to what it is now, a fully landscaped "show track" that David and Guy MUST be very proud of!

I also managed to get David Jessett to send me a few words about the day as well, and this is what he had to say:

In order to add even more realism we have now put six garages onto the layout where the Wing is, but unfortunately that then meant that the Main straight and Pit Lane couldn't be seen when racing so we therefore installed a "live feed" to a screen so that the drivers could then see what was going on, hence the picture of the monitor and we've also put a load of figures in the Pit Lane in order to further add to the effect.

Overall it was a very good day once again and we had a lot of very different races over the duration e.g F1s,



GT1s, LMPs, together with some rather stylish cars that Greg brought along like the MK1 Cortinas and also some rather nice Transit vans.

Real shame that you were unable to make it Graham.

Never mind, I'm sure that there will be another one soon, so please watch this space as they say for more information in due course.

And Now For One That I Prepared Earlier

Going back to the Swindon Swapmeet for a moment, then I must tell you what event organiser Robert Learmouth had to say⇒ about the event as it somehow got omitted from the actual review in the February Journal but please don't blame Jeremy or Robert as I do have to sometimes limit what I write as otherwise there won't be any room for anyone else, will there?

This was the first year that the swapmeet had run with the new expanded space. The event had previously been "sold out" for a number of years, and in 2016 the number of frustrated "would-be table-holders" was growing, so an extra area of the hall was taken on, and the racing circuits were relocated to this area.

As a result of this then the table capacity had now increased from 62 to 72 tables, and all 72 tables now also sold out! In fact closer to 80 tables could have been sold,



but there was an unusually high number of table-holders unable to make the event in the run-up due to illness. It was also felt that a 10 table expansion was sensible until feedback from 2017 had been sought. The numbers through the door were again very solid, with 450+ appearing to be the benchmark now.

Stall holders and visitors alike almost unanimously said that they had had a great day, and so it seems that the expansion was the right move to make, and at the right time also.

Looking ahead, then it'll probably be kept steady round the 72 table mark for a couple of years now before a further expansion is planned, but only if the demand is there. Nice and steady growth, no burn out and die stuff here.

So, many thanks for your thoughts Robert, and apologies for not including it last month.

Another History Lesson From Dave Parish

Hope these are not boring you, but Mr. Parish recounted this one to me following him seeing the news of the latest Pioneer "General Grant" incarnation which is now in black and with an up-rated motor, so as Dave says, "How can the Duke boys escape now if their car is down on power" !

Pioneer Dodge Charger - The General Grant' Shady Black' Limited Edition of 700

At present my mate Phil and I have resisted the temptation to buy this one as if Jules keeps doing them in every colour that has ever been invented then we fear that our Bank balances may not be able to keep up, but it is rather nice, don't you think?

Many thanks to Sean and the Team at Pendle Slot Racing for the picture by the way, oh and I almost forgot, the history bit well, according to Dave then General Sherman took over the Army when General Grant became President, and both then subsequently had “World War 2” Tanks named after them, which I have to admit I didn’t know either but I have heard of the Sherman Tank obviously so that then begs the question of “Will the current President of the USA have anything named after him I wonder?”

Club News

Having not heard off Terry Smith for a few months now then I was very pleasantly surprised to receive an update on the new club that he was forming just in time for this Journal, so anyone living in the East Worthing area needs to prick their ears up somewhat and continue to read this please.

Hi Graham, I just wanted to give you a short update on the Club that I was going to be starting and that I told you about a few months ago it is basically a four lane routed wooden modular track and has been built by Sussex track builder Roger Feest and myself. The track has been designed to take 1/24th as well as 1/32 cars and the Ferrari P4 in the picture is the larger scale of the two to help you get a feel for the overall size etc.

The timing equipment will be the DS system as its both reliable and cost effective. There will be class racing on the first and third Wednesday of the month at the Community Centre in East Worthing, West Sussex, and we are hoping to go live with this from late March / early April if all goes to plan.

In addition, the track will also be on display, and available to race on, during the daytime of Saturday 8th



of April as part of the East Worthing Community Centre’s 30th Anniversary birthday celebrations where everyone will be welcome to come along and join in with the races that will be held throughout the day, and you can also bring your own cars to try on it as well if you want, or you can simply use ours, it’s totally up to you.

Please have a look at our Facebook page for further details.

Uuuumm, looks like it’s coming along very nicely then Terry, and maybe you ought to bring it along to Gaydon as well please so that we can all give it a go as well please!

George Turner News

With George being another one of my “intended” targets to talk to at the Milton Keynes swapmeet then unfortunately my planned “George Turner live” feature is going to have to wait until Gaydon so in the meantime George has very kindly provided the following news for me this month:

Hi Graham, so far this year we have completed three new cars, so not a bad start to 2017 then, eh?

These have been the Alfa T33, Connaught and Lotus 30. The Alfa T33 in particular has proven very



popular with both sidwinder and inline chassis available for it. As the Lotus has just been released then I also have high hopes for it.

I have also had a thought recently about some of my sidwinder cars in that I am planning on making a “blanking plate” for the sidwinders which will still allow for the rear axle and wheels to be mounted, but it will remove the need for a motor, so this will be very useful for anyone making a static model out of my kit.

I am also hoping to have a few more cars ready for



around the time of the Gaydon Swapmeet, and at the top of the list is the Auto Union 1938 C-Type, then the Ferrari 1952 F2 and the Lotus 40.

Additionally, and due to several requests, I am also going to be bringing back the super wide Imp, but with a few modifications to bring the chassis up to date.

So, plenty there to be going on with then, but hang on, how far away is Gaydon again Graham?

Oh dear, sorry to say this, but it's very scary news George, Gaydon is just two months away now, so I wish you the very best of luck with all those new ones!

Uuumm, I've also just had a brilliant thought, "Will you make me a Series 3 E-type Jag please", "Will you make me a Series 3 E-type Jag please", "Will you make me a Series 3 E-type Jag please" (the above is not a printing error nor is it part of Sheldon's lines in "The Big Bang Theory" but if all it takes is several requests to get a car that you want from George, then that was "several requests" at least, so can I have my Series 3 E-Type now please George)?

Thunderslot News

Just like buses in the UK, then having not heard off Terry for ages then this month I got two emails and this one is about Thunderslot which before you ask, is not a newly invented "trendy" name for a type of weather, but the brand that seems to be taking the racetracks of Europe by storm!

So, let's see what Terry has to say about this one: *YES!*

The third version of what was my personal "car of the year" - well, "joint car of the year" along with the Policar Lotus 72 has now been released.

The real car, a Lola T70 Mk111 coupe was entered into the 1969 Daytona 24hrs by the Hollywood actor James Garner. Although an accomplished racer himself,



he actually left the driving duties of his American International Racing (AIR) entry to Ed Leslie and Lothar Motchenbacher (what a great American name!) who managed to bring the car home in second place behind the Sunoco Lola Mk111B.

Now, back to the present, and I know that some people have pointed out that the "Thunderslot" car looked a little wrong when compared to the Fly version, however, the Fly model was actually based on the later Mk111B, and in real life the cars did look a little different as this shot of the two versions on the Daytona banking shows.

I cannot stress to you enough how good this car is out of the box, if you race classic GT's, then this is the car to beat for sure!



The open top "Spyder" Versions of the T70 are progressing nicely and the first releases should be in the summer, more details to follow.

OK, I know that Mark Abbott of Slot Car Magazine has previously said that these cars are superb to drive as well so looks like I need to sneak one into the Bearwood racing classes somehow then and maybe I'll actually win a race there then one day!

Latest Teamslot News

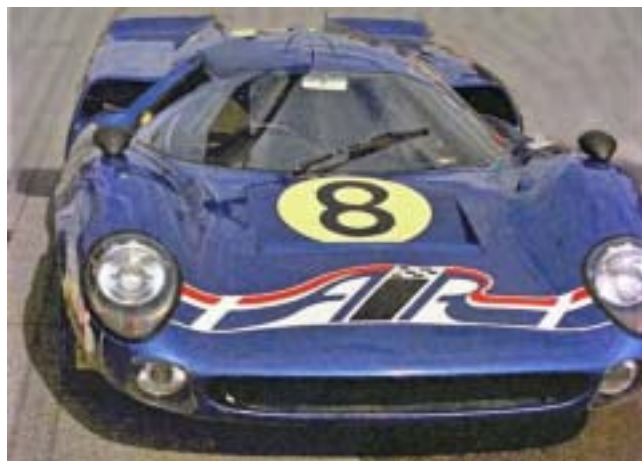
Having asked Steve Wright for the latest news about the Teamslot range then he said that the Ford Escort RS2000 1976 Tour of Britain "Ari Vatanan" car is due out end of March but before that, the even better news is that the simply stunning red & blue Renault Alpine A310 V6 GTP "24HR Le Mans 1977" Ref. 12801 is due any day as I'm writing this so hopefully it will be available at your usual supplier by the time you get your Journal. ➡➡

Steve reckons that it's got to be the best car from them so far and you would probably agree with him if you like your Renault Alpines and it can also be converted to an angle winder set up with the Teamslot motor pod ref. R0106 as well if you want.

I personally actually like some of the Renault 5's that they did the most especially the green Ltd Edition one from several years ago but I guess everybody is different, but I know one guy at least who prefers the RS2000 for sure, as you can see here in the picture that he sent me very recently.

And Finally

I hope that my real world "distractions" have



**TCLCA00103SW Lola T70 MkIII Coupe - 1969
Daytona 24hrs - Leslie/Motchenbacher**

not spoilt your enjoyment of the Journal too much over recent issues as unfortunately they can't be helped, but I must say a big "thank you" once again to everyone who has helped bail me out as if they hadn't have been so obliging then as Jeremy says, the Journal may have been a bit thin lately, so "cheers guys, it is very much appreciated by me."

So hopefully more next month, see you all soon. ■



N is for NAG, Namco, Napier, Nardi-Danese, Nash, Nash-Healey, Nissan, Noble, Novi and NSU.

Neue Automobil Gesellschaft (NAG) was set up by AEG founder Emil Tathenau when he bought an existing Car Manufacturer, Allgemainen Automobil Gesellschaft, in 1901. Building racing and road going cars in Berlin, a NAG won the Monza 24-hour Race in 1924. Some bad acquisitions of loss making competitors and unpopular models led to production ceasing in 1934.

Namco built their 2CV based square bodied Pony utility vehicles in Greece from 1976 to 1983, and continued importing Citroens for a couple of years after that.

Sporting Salesman Selwyn Francis Edge drove a 30hp Napier to win the 1902 Gordon Bennett Cup. Three years earlier existing printing machine manufacturer Napier had made a new engine for Selwyn's Panhard. Napier went on to make quality cars and commercial vehicles. They also made the engines for Land Speed Record vehicles, from the 105mph 15-Litre Napier L48 Samson of 1904 to Sir Malcolm Campbell's early Bluebird, Sir Henry Segrave's Golden Arrow and John Cobb's Railton Mobil Special. John Cobb's 24-Litre Napier Railton holds the Brooklands Lap Record at 143mph. Napier's mechanical horse three wheel tractor prototype design of 1932 was bought by Scammell.

Nardi-Danese was formed by Ferrari racing driver Enrico Nardi with Renato Danese from 1948 to 1951 until Danese left the Company. Their Nardi sports cars had tubular frames with Fiat suspension, Bertone bodies and BMW, Crosley, Lancia, Panhard or Plymouth engines.

Ex-President of General Motors, Charles Nash, bought Thomas Jeffrey's Company and



started building cars under his own name in 1917 and these included the 600, Airflyte Ambassador and Rambler.

Donald Healey was on the Queen Mary travelling to America when he met George Mason, head of Nash-Kelvinator. As a result Nash shipped mechanical parts to Britain to be fitted to a Healey Chassis. The first 104 cars had a Healey-designed Panelcraft body (that looked similar to an Austin Healey), then the remainder of the 506 built were shipped to Italy to be fitted with a Pininfarina body that looked quite different. Finally, the finished cars were shipped to America. This happened from 1950 to 1954 and in 1952 a Nash-Healey achieved third place at Le Mans, resulting in a special edition 'Nash-Healey Le Mans' coupé.

Masijiro Hashimoto's Datsun factory was taken over by Nissan (established 1934), but the cars continued to be called Datsuns, and included the Datsun Sports of 1952 which⇒



looked remarkably like Noddy's car and topped-out at 44mph. Evolution continued to the 125mph Datsun 240Z of 1969 to 1973, which brought Nissan international recognition, especially in America.

Nissan was the brand used for more luxury models until 1983, when all their models became Nissans. These included off-road vehicles such as the Nissan Patrol, Terrano, Pathfinder, Terrano II and X-Trail. Nissan also made one of the first MPV's, the Prairie that was launched all the way back in 1982. This was based on the Sunny and later versions even had four wheel drive. This was followed by the Serena, named Vanette in Japan for obvious reasons.



Nissan has a long history of making pick-up trucks too, since 1934. The 124mph Nissan Skyline GT-R of 1969 had a twin-cam engine, won over 50 races in it's first three years, and has been developed further since then.

Engineer, Lee Noble has been involved with specialist sports car manufacture since 1985. His cars have included the Ultima, Ascari, M10 and the 155mph M12 GTO, introduced in 2000 with a claimed 0-60mph time of 3.9 seconds.

The Novi Special Indy cars were introduced in 1941 and had a more sophisticated engine than the usual four cylinder Offenhauser engines in common use at Indianapolis from the mid-thirties to the mid-sixties. The Novi engine was a 3-Litre V8 with two camshafts to each bank, and a centrifugal supercharger. Novis could reach 190mph, but despite only having two gears they suffered from unreliability with some spectacular breakdowns.

NSU built rolling chassis for some of the

first Daimlers before making it's own cars in Germany from 1906, and motorbikes from 1928. Their Prinz car was a saloon with sporty performance that got faster over the years from 1958-73. The NSU 1000 TT was the German answer to the Mini Cooper, Renault Gordini and Fiat Abarth. Later NSU's featured Felix Wankel's first rotary engines, which suffered from some teething problems and were blamed for lower sales figures than perhaps could have been achieved with normal engines.

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

1. Tomy AFX HO Blue/White Nissan March 86G £269.61 (252675073073).
 2. Tomy AFX HO Nissan Skyline Calsonic £175.55 (222379226210).
 3. Penelope Pitlane Napier Railton Pro-built Kit £169.99 (381254032840).
 4. Scalextric DPR Set with Nissan GTR and Lamborghini £149.99 (172435349408).
 5. Scalextric Digital Set with two Nissan 350Z £149.99 (172436808760).
 6. Dynamic Models 1/24 Nissan Can-Am Body Kit £141.64 (311768085343).
 7. Scalextric Nissan Skyline 3 Car Collection £141.50 (252744632134).
 8. Sankyo 1/24 Nissan Silvia Kit £123.28 (322317591890).
 9. Tomy AFX HO Red/White Nissan March 86G £122.89 (252694613644).
 10. Tomy AFX HO Red Nissan March 86G Bodyshell £121.69 (252653199869).
- This is interesting, so let's carry on a bit:
11. Bitume Slot Racing Nash-Healey No 14 Undisclosed Offer over £107.79 (162302909497).
 12. Bitume Slot Racing Nash-Healey No 11 £107.79 (162268224025).
 13. BRM NSU TT Gulf Blue/Orange £103.47 (302140965657).
 14. BRM NSU TT Blue £103.47 (302140967015).
 15. BRM NSU TT Pink £103.47 (302140967595).
 16. BRM NSU TT Red £102.44 (122246227855).
 17. Revell Monogram NSU TT Orange Jagermeister £79.99 (311683977125).
 18. Revell Monogram NSU TT Blue Albert Keicher £47.42 (162120921638).

19. Revell Monogram NSU TT Maroon Walter Fassbender £43.11 (162120941592).

20. Revell Monogram NSU TT Yellow/Orange Joachim Thomas £43.11 (162113317276).

It looks like Nissan won that one then, closely followed by NSU with it's fleet of TTs. Good to see a Napier in third place though, and a couple of Nash-Healeys in there too.

Monthly eBay Top Ten

1. Pink Kar Gold Bugatti and Auto Union Twin Set £2,570.00 (371859262083).

2. Scalextric 1960's James Bond Set £2,270.00 (401275973410).

3. Cox 1/24 Mag Frame Chaparral £2,051.24 (311796081789).

4. Tri-ang Minic Motorways Collection £1,410.00 (132071301661).

5. French Scalextric Yellow Ferrari GT 250 Berlinetta with lights £1,269.00 (142261743192).

6. Racer Fiat 642 Bartoletti Transporter £1,196.21 (332119643983).

7. Scalextric Super 124 Lotus Indianapolis £970.00 (302218413403).

8. Scalextric Digital Layout on two 8'x4' Boards Undisclosed offer below £850.00 (332128720664).

9. Tyco HO 64 Cars Collection £720.75 (282331979357).

10. Tri-ang Minic Motorway Job Lot £686.00 (332118797522).



Wow, a surprise to see some Pink Kar cars in the number one spot this month. Apparently this set was number 54 of a run of 100 given to Spanish dealers in 2000 to celebrate Pink Kar's fifth anniversary, in a snakeskin effect box (!). Closest I have to show you is my chrome set, unfortunately worth a lot less.

A good showing by Minic Motorways too this month, perhaps the continued demand for these models is due to their compatibility with model railways, and the collection in fourth position included a couple of road railer sets as well as various other vehicles. I still think Scalextric have missed a trick with Micro Scalextric by not making it compatible with their Hornby model trains by way of adding level crossings and train loading ramps to the range, like they did in the old days with Minic Motorways. I decided some time ago to combine my Scalextric with model trains, and began





collecting one or two O Gauge trains which although only 1/43 scale are still massive compared to the 1/32 Scalextric cars (which for scale authenticity should really be paired with 1/32 Gauge 1 trains), but then I discovered the radius of the O Gauge track bends was not sharp enough to fit a continuous run onto my baseboards even though they were four foot wide at the time. After visiting the Madder Valley Railway at Pendon Museum, I drew inspiration from it's creator John Ahern, who just modelled whatever trains he liked and ran them on the same tracks, and decided to try running an OO Gauge track around my Scalextric circuit.

To my surprise this has worked really well, with the massive difference in scales not being too noticeable, in my eyes at least, and helped by the perspective of viewing the trains from a distance most of the time. Using OO Gauge also allows me to run some of my favourite trains. I must move that giant off the platform though!



Chaparrals regularly make it in to the Top Ten of course, and I was surprised to find a Scalextric Chaparral 2F for sale at A.Oakes Ltd in the West Midlands, who have a 15% off sales on Scalextric cars at present.

Job of the Month

Hornby are currently advertising on www.jobsinkent.com for an In-store and Community Activity Coordinator to work at their Visitor Centre in Margate.

The lucky new employee's role will be to plan, develop and deliver a comprehensive marketing and activity plan. Oh how I would love that job, but my suggestion to Emma that I could commute down there from our home in Birmingham each week didn't go down too well!

Ninco Top Ten

Having heard rumours that Ninco News was returning to our beloved Journal this month, I think it's about time we had an eBay Watch Ninco Top Ten:

1. Ninco, Scalextric and Pink Kar 16 Austin Healeys £252.00 (291955186079).
2. Ninco, Scalextric, SCX, Fly 50 assorted cars without motors (!) £227.89 (361834640896).
3. Ninco Yellow Ferrari 250 TR Testa Rossa Undisclosed offer above £144.73 (151941925909).
4. Ninco, Scalextric, Fly 14 assorted cars Undisclosed offer above £144.73 (142200052129).
5. Ninco Mosler Yellow MT900 with Pro Race parts £144.48 (381902457461).
6. Ninco NSCC Yellow Renault Clio £129.00 (361848607250).
7. Ninco two saloon car set with extra track £122.00 (192038695098).
8. Ninco Milton Keynes Red Porsche 356 Undisclosed offer above £120.00 (122258431573).
9. Ninco Yellow Ferrari 250 TR Testa Rossa Street Car Undisclosed offer above £120.00 (222216794422).
10. Ninco Off Road Track Set (No cars) £120.00 (142268859172).

Well, it looks like Austin Healeys are popular then, with the yellow car collectors out in force





too. I couldn't resist buying a yellow Ninco Testa Rossa the first time I saw one, because the Ferrari Testa Rossa is the one of the most memorable cars featured in Richard F. Dempewolf's Table Top Car Racing book, although I think Richard's idea was that people could build their own home made version from his featured drawings, rather than buy one ready made.



I must get my blue Strombecker version on the road again soon too. Actually, comparing the pictures now, it does look as though it is a Strombecker model that was featured in Richard's book.

I bought a Ninco Mini recently on eBay, because it features the Canadian flag, in honour of my Canadian relatives. I need to sort out some new wheels though, because as soon as it set off on my track the rear wheels fell off. There was a lot of grease on the axle though?



Spotters News

Thanks to Steve Williams again for sending me some of his recent eBay spots:

1. Two and a half Scalextric Tinplate Austin Healeys and other spares £675.77 (282360927717).
2. Scalextric V3/33 Bentleys Set Box, used as a temporary set for GP33 sets for a short period, with some track and road signs £32.00 (262797470851).
3. Scalextric 1980's Extension Pack £30.00 (381906783866). All members are very welcome to send me information on interesting slot racing items you have spotted on eBay, so I can feature them in the Journal. I promise not to bid on them without your permission, too!

Welcome Back John



A very warm welcome back to Phoenix Thrust Scalextric Club founder John Eaglesfield, (in the middle of the picture with Gareth and Emma) who has rejoined the NSCC after a short absence of, er, 25 years or so. His original club, which he started with other members of the Red Welly Youth Club at Shard End in the 1980's, eventually split into two, the Phoenix Scalextric Club at Studley which unfortunately had to close recently and Bearwood Scalextric Club in Birmingham, where John makes a welcome guest appearance these days from time to time.

John seems to like any slot car as long as it says Martini on it. Any Time, Any Place, Any Where, it's all John's fault that I joined his club and heard about the NSCC many years ago. Without John (or Graham Pritchard for that matter), I wouldn't be writing for the NSCC.

John also introduced me to the 18 Plus organisation of clubs, where I met my first wife, so my sons wouldn't exist either without John, or our common interest in Scalextric. Both Scalextric and John have a lot to answer for then! ■