



No. 422 May 2017

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President I Want That One Please!

May, the month with two Bank Holidays both of which I always appear to spend doing the Journal! I guess it's all to do with the timing! This May Day Bank Holiday however was slightly different in that I did at least manage to get out and about a bit. Firstly, brought on by the need to sort myself out another car, as my present one is coming up to the end of its lease in a couple of weeks and secondly the Orpington swapmeet, organised of course By Phil Smith on the Sunday.

My weekend did not get off to the flying start I was hoping, largely as a result of starting it on Friday evening in a pub at Canary Wharf with a couple of my site managers and those immortal words, "we'll have just a couple", and so on Saturday morning I was, shall we say a bit tired, and in no real mood to go looking at cars, but needs must and so I spent a large amount of time in my local car dealers. And by Saturday afternoon I returned to the first dealership I had visited and sorted out another car almost identical to the one I have now, but it is a different colour at least.

The swapmeet itself went well, I thought, perhaps a little quieter than usual maybe because of the Bank Holiday weekend, but then more bargains for those of us who did attend. I picked up the odd car (understatement here!) I had pre-ordered from Telford and George Turner managed to again part me from my cash for another one of his excellent kits plus a pre-order for three more at Gaydon before the event had even opened!

It was of course a chance to catch up with a few people and review all things slot related and of course the up and coming Slot Car Festival at Gaydon in a couple of weeks and what may be occurring at the event.

Monday, well this was spent on doing the Journal, Still I guess there is always the next Bank Holiday or of course the later August one, and this reminds me as I close this month to thank Roger Barker, who on Sunday pointed out, it was only eight weeks to go before the nights start drawing in!

Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

To explain the cryptic question in last month's "Messages", the first link between the Lotus Cortina and an imminent release from Chase Cars is that in 1968 Alan Mann were contracted to build the first Chitty Chitty Bang Bang for the film. Motive power for that example was a Ford Zodiac straight six. If you visit <http://www.alanmann.co.uk/our-story> Chitty can be seen sitting in front of the Alan Mann transporter, although the engine is not visible. The "original" example, now owned by Chris Evans, reportedly has a 3.0 litre Ford V6.



The second link is that there may have been more than one Cortina that carried the KPU 392C registration, just as GEN 11 has certainly been carried by more than a single example. What a shame Scalextric didn't use their sister company's design files to create a slotcar. However, as GP has recently reported, this version is available to all those with too much time to spare.



From the Blog

Scalextric continues to post frequent updates into their activities as well as news of new releases. Last month focused on their attending a BTCC event with plenty of photos of the current cars being replicated along with their meetings with the drivers. The latest update provides images of the next in the Anniversary range. The third of the seven cars in the 60 years' series, the 1990s' exponent will be a BMW E30 M3, again carrying appropriate decoration for the decade, both in style and content. Release date for C3829A should be July sometime. This won't be a reissue of the original C406 model actually released in the 1990s but will be based on the current BTCC model. As overseas⇒⇒





enthusiasts have discovered, it is not possible to place an order for these celebratory cars to be supplied as a set so they will need to be purchased as they are released. An advanced order with your normal supplier is probably advisable to ensure none are missed: their future value must surely be as a complete collection.

Sandwich Visit

The following cars are the remaining models that I saw on my last visit to Sandwich in December 2016 so, unless Scalextric can

accommodate a visit to either of their offices, provide access to models at Gaydon, or send me the promised marketing information (see below) I'll be back to regurgitating the information posted on their blog, augmented by news articles from on-line sources. Or something.

Ford Falcon XC



This is the revised Falcon, being a face lifted version of the XB which we first saw a couple of years back. Doubtless our Australian contingent are the main target for these models although, being nice and wide, they perform very well on a typical European home track with plenty of curves and short straights. This latest example,





C3869, represents the XC GS500 raced by Allan Moffat and John Fitzpatrick in the 1979 Hardie-Ferodo 1,000 at the Mount Panorama Circuit just outside Bathurst. Although qualifying in 4th place, they retired whilst running 2nd after 136 of the winners' 163 laps.



Fantasy GT



One of the value for money cars intended for pocket money purchasing is this new version of the old "Start" GT car, C3838. Resplendent in Anime imagery it should be one to capture the eyes of younger enthusiasts and, being priced at a reasonable £20, is an ideal addition to a first



set. Both this one, Team GT Sunrise, and its sister car, Team GT Sunset, C3837, are available now.



Audi R8



This genuine race livery almost outshines the fantasy livery above. The latest Audi R8 is the LMS Grand Am spec version as run in the





first round of the Grand-American Road Racing Championship in 2013: the Daytona 24 hour. It “finished” in 15th place overall, albeit as a DNF, luckily it wasn’t being run to ACO regulations as it would not have been classified.

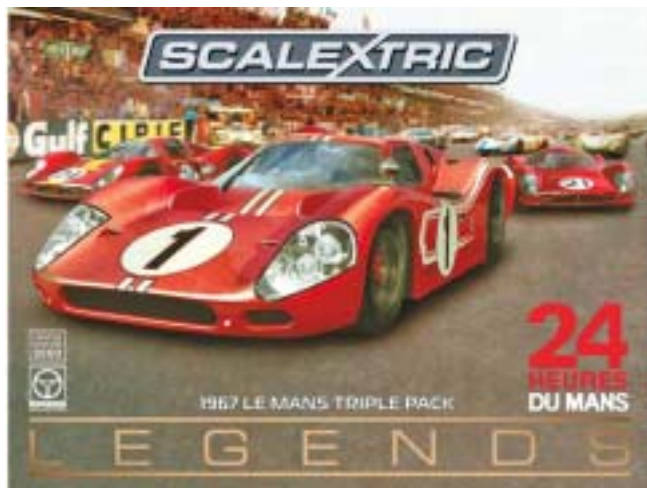
The win went to the Daytona Prototype Riley Mk XXVI of Chip Ganassi Racing driven by Scott Pruett, Memo Rojas, Juan Pablo Montoya and Charlie Kimball. For 2013, this had been powered by a BMW engine, by the time of the Scalextric release of the Chip Ganassi DP, C3769 released this year, they had



changed to Ford power, although the Riley chassis was still the same model. So, to replicate the 2013 event, the current Riley can be decorated in the earlier livery using Patto’s decals. If anyone attempts it, please let me know as they look way beyond my skills to apply.

The same Audi, and livery, has already been released by Ninco, Ref. 55095, and is still available from the Rum Bum Racing merchandise store for a reasonable \$40 or one of the UK on-line traders for £27! It would be interesting to compare the performance of the NC11 powered angle winder with the in-line mounted Mabuchi of the Scalextric release. Or maybe not?





More from WWW

In addition to watching the Scalextric Track Test reports, it's necessary to maintain a vigilance on the website as other items find their way into the range by surreptitious means. Although not in this year's catalogue, the existence of the 1967 Le Mans winners set has been known for quite a while, especially as Scalextric included it in their traders' price list as well as displaying it at the Nuremberg toy fair. Details have now been posted on the Scalextric website for planned release in October this year. The set, C3892A, represents the first three cars to finish in the 1967 Le Mans 24-hour race and accordingly carries the ACO script of their race. The Ford MkIV is an example of new tooling but in a livery not available as a solo car: the two Ferraris have both been seen before. At £119.99 for a set this seems reasonable value, especially to those that missed the P4s when originally available. It is to be limited to 2,000 examples, slightly more than some of the standard releases.



The inclusion of Ferraris comes as a bit of a surprise and presumably represents Scalextric's reappraisal of their licencing agreements. When they lost the Ferrari licence to Carrera a few years back I understood that they were obliged to clear all examples of Ferraris by the middle of the year: maybe this was incorrect or maybe they have reread the small print and are free of any controversy. Or maybe they haven't!

The MkIV, chassis J5, was driven by AJ Foyt and Dan Gurney, beating the 330 P4 of Ludovico Scarfiotti and Mike Parkes by four laps. A mere seven laps further back came the Equipe Nationale Belge car of Willy Mairesse and "Jean Beurlys". Ford won, but Ferrari were still clearly in the running. If the race is to be emulated in miniature, the new Ford had better be pretty good: the sidewinder Ferraris are superb home-racers and could well outperform the in-line motored MkIV.

Scalextric Dutch Style

Doubtless one of the British SLN members that attended the Dutch Cup Race has "volunteered" to write a report for the Journal, but I couldn't resist passing on a couple of our observations of the excellent trip. Firstly, I cannot miss the opportunity to congratulate the Slipstream club, the SLN and especially Thera Brok for all their hard work and enthusiasm in planning and execution of the event. Karen and I are not the only SLN members to appreciate Thera's dedication: she recently received a lifetime award recognising her contribution. No translation is required: it's pretty obvious what the inscription proclaims. Actually, a mention must be made of Michel B.'s noble efforts to prevent Thera becoming over-stressed: organising



Alle leden danken Thera Brok
voor haar enthousiaste inzet
voor de SLN
27-11-2016

Scalextric lovers must be like herding cats. Secondly, we've discovered that the best way to avoid undue customs delays is to pack the boot and back seat with alcohol. Little more than a cursory glance is therefore required by the border control officers to satisfy themselves that no illegals are on-board. A true win-win solution.

Having spent a few hours drifting round the Sunday swapmeet at Houton with a fellow member, I suddenly realised that, although I'd made a few impromptu acquisitions, he'd yet to commit any finances. As it was such a brilliant event, I threatened to publish his identity in this article if he didn't make a single purchase. Fortunately, the need for me to cause unnecessary embarrassment was consoled, a rather special Slot.it has found a new home in Spain. Doh!

Gaydon

During the weekend in Holland, rumours began to circulate the Scalextric may not have a presence at the Gaydon Slot Car Festival. Fortunately, I was confidently able to repudiate these claims as I already had a meeting arranged with the marketing manager of the show's official sponsor, Ricky Black, to discuss and photograph new releases. Well, that's what I believed until the following week when I tried to arrange a time for our meeting. Ricky sent his apologies as he would not be attending although a team from Scalextric would be there displaying the entire 2017 range, all of which would be available for me to photograph for the Journal. It's a shame that the head of Scalextric marketing can't attend the one annual event where he could acquire beneficial knowledge of a sector of his market.

I couldn't imagine my company permitting me to be excused from the Farnborough Air show, but I guess all companies approach marketing differently. Sarkasm? Can't even spell

it. I'm still waiting for the promised catalogues and marketing information promised by Ricky a few months back, and gently chased just once or twice since.

Hornby in the Press

The Kent Online website of the Kent Messenger Group once again reported events at Hornby. It seems that NSCC members are not alone in their growing frustration with the toy maker. A letter has been presented by Ian Alexander Anton requesting the removal of Roger Canham from the board of directors, not long after it was reported that the company had restructured to resolve its problems. The general meeting will be held on 16th May in London but the board are recommending the rejection of the motion to remove Mr. Canham as they consider that the "strategy currently being pursued was well thought out and was working". Losses are anticipated to be less than last year but we'll have to wait a few months until the year end results are published. We have our man on the inside so I should be able to report on the meeting next month. It's difficult to be sure how

all the changes and uncertainties will affect the development and supply of slotcars but, based on previous years where there has been a year-end strive to raise revenue, we could be in for more bargains in November.

So, deciding which models should be purchased now and which can be expected as discounted bargains remains an individual decision. Certainly, if a particular car is desired, but any livery can be accepted, then waiting another six months may well be worthwhile: it's a simple £25 gamble.

Nearly Missed It

Just as I was about to send my report to Jeremy this month, this set, ATCC Legends, C3985A, popped onto the radar. It's an Australian only set, but available through one UK online trader, representing two famous Aussie racers: Peter

Brock and Allan Moffat. I haven't researched the reason behind these two particular cars: presumably they weren't chosen at random! The car of Peter Brock is a 1977 Holden Torana L34, carrying his familiar number five, whilst the Allan Moffat example is a 1974 Ford XB Falcon. Both examples are high detailed versions with Xenon effect headlamps and working rear lights but, as the two are from different generations of Scalextric models, the motor configurations differ: the Falcon has a sidewinder mounted SP Mabuchi whereas the Torana features an inline FF motor. It is doubtful that these will be purchased to race, but if they were the performance matching may be interesting.

So that is all for another month, hopefully there will be more to come after the Slot Car Festival, so I may see some of you there at what should be another great event. ■

SCALEXTRIC
ATCC LEGENDS
C3985A Allan Moffat & Peter Brock
LEGENDS
LIMITED EDITION TWIN PACK

ATCC 1974 Ford XB Falcon, No. 33 Allan Moffat

ATCC 1977 Holden L34 Torana, No. 05 Peter Brock

Recreate some truly historic races with the Legends limited edition Scalextric slot cars from the golden era of motorsport.

ITEM C3985A

Ciao everyone and welcome to this month's edition of Forza Slot.it. So last month was a bit light I'm afraid but this month I have a real treat for me and hopefully the same for you? I have been blessed by Terry from Gaugemaster sending me the latest Policar addition which is the absolutely gorgeous new March 701. It has looked sensational in pre-release pictures but now I have one in my grubby hands to mooch over it is just a beautiful delicate piece of the modellers art in today's world for us all to enjoy. I gushed a bit over the Lotus 72, as that really is an iconic car and has quite a bit of significance from my Scalextric formative years but now being somewhat older I can really appreciate the effort that has gone into this model. Not a personal favourite I will admit as that was reserved for the car I never got in the early 1970's being the March Ford 721 Ref. C26 which I hope Policar will produce at some point? However, please read on for my thoughts on this truly ground breaking second F1 release from Policar.



OK, only one (extended) thought required really. If you like this type of real car and you are into slotcars then just go and buy one. Don't like this one? Wait for the next one which should be the Jackie Stewart blue Elf model Ref. CAR04b and buy that one (I certainly will be) or of any other March 701 livery cars that Policar produce, it really is that good. Think back in time and various manufactures have come out and moved the game on in terms of product handling, detail, both or something different that has made their new model stand out. The Policar Lotus 72 was that car but the March



701 is that and a little more, put simply it is a masterpiece of the plastic modeller's art of now at an affordable price.

I guess maybe Terry may want me to do a bit more to convince you to spend your hard earned so here goes! For the record this is Policar March 701, Ref. CAR04a as driven by Chris Amon to 2nd place at Spa in 1970. With a race number 10 and the primary sponsor being STP and an overall simply Ferrari red body colour Policar have done an outstanding job in creating this model. First impressions count and once I opened the standard Policar sleeve and clear Perspex box lid (same design as Slot.it really) then a half protective plastic insert, to stop the car rattling around in transit/storage, fell off and I just looked at the car for several minutes in a mixture of awe and delight at what Policar have achieved. I never buy cars to be shelf queens, although I must admit that quite a few have never moved an inch in a slot but that is due to time restraints (honest) but I did really wonder about this one. It looks so delicate, dainty and almost precious in equal measures but, at the same time, as long as you hold it in your fingers with care and not by something that is obviously a superb detail then it is quite a robust small model.

After these several minutes of contemplation I can report that the beautiful Ferrari red colour is flawless (on my example), the sponsor decals and race numbers are all crisp in detail and accurately placed and that shovel type front nose looks massive but is correct in details and proportion to the real car. Let's get down to the finer details and starting at the front, you have a gaping mouth in the nose and fabulous little fixed flip up winglets on either side of the trailing edge of the wing. They look fragile but a mild squish with finger and thumb say they are not but a few scale miles an hour off into the rug or something firmer may change that later on! The front (and rear) tyres have a delicate tread pattern, are Firestone logoed and have the correct dull gold coloured six spoke wheel inserts. Now take a look at the front wishbones and suspension area which are a great little detail. Now look forward up the nose and you



can see the indented radiator detail and those two big pipes (that look like exhaust pipes) exit from the front suspension area which are in fact radiator pipes that run along either side of the cockpit, great detail again. Now we come to the cockpit and driver area. Stop, and look at those wing mirrors again. Couple of reasons: one look at the attention to detail and two wonder if they will survive the first big smack! They certainly feel robust but how will they fair on the track?

Now for Chris sitting snugly in the March cockpit. By today's real F1 standards of protection you can see why so many drivers died back in the '50s, '60s and '70s as crash protection was either none existent or negligible to say the least! However, what this does give us is a fabulously decorated and almost (his lower legs/feet are missing if you look under the body shell) full driver figure. Just look and look again at the effort that has gone into the seatbelts, simple





driver overalls and sponsor logos but the driver helmet is the little cherry on the cake, superb. Mind you look into Chris's eyes through the front visor and he either looks like he has just woken up, surprised, or just scared witless which is something that I doubt the real Chris Amon would ever have been accused of! Don't forget to take in the beautifully reproduced aerofoil side pods and then we get to the last third of the car which is truly amazing to me.

Again, I can reference the Lotus 72 but the March moves things on that little bit more. For me the straight on rear end view is probably the best to really show off how much work Policar have gone in to producing an accurate model but at the same time one that can actually move (more on that later), looks stunning overall and is affordable. I know, I said this earlier but really look again! You have the combined large oil tank and de-aerator plus the small oil radiator mounted to the car's Hewland DG300 gearbox as well as the delicate supporting (plastic) metalwork and protruding exhausts. Now move slowly round either side and look closely under the rear wing and the base of the model and marvel at the detail and packaging in equal measure. You probably will not marvel later on, more like curse! If/when you try to take the model apart! Now for that famous Ford-Cosworth DFV engine and yet again Policar have delivered in spades. Shiny inlet trumpets sit on top with some engine detail in between and then we have the main bulk of the DFV engine block resplendent with Ford logos and what could be spark plug details, it really is amazing. Now perhaps I was a bit quick as saying the rear is best or maybe even the front view top down as the exhaust detail with the pipes curving around tucked under the engine block is almost surreal



in its detail and no doubt accurate to the real car. On top of that, remember that on the real car of the time, as with many others, the engine formed a stressed member of the cars chassis and again you can see that detail in the form of two bars running either side of the engine from the end of the bodywork to the top and bottom of each wheel suspension detail, truly marvellous. Finally you get to the roll over hoop detail and the rear wing which, again, might look a bit delicate but the finger and thump test show that it is remarkable rigid and well secured to the model. Overall then I think I will just refer you to my first thoughts, go and buy one, it is that good!



OK, I guess you want to know how it goes on the track as well so I had better give it just a little try I suppose. Now back from my track test and, oh no, now it is no longer pristine and a touch dusty – good job I took my pictures earlier eh! So yes it is no longer an untouched shelf queen and what a delightful little car to pilot round my track. First impressions were that the nose looked too high in the slot and the “strength” and angle of the braids pushed the nose up even further so that did not bode to well I thought. Quick fiddle with said braids and now the nose still looks to high but at least it is flatter to the track surface. Plenty of rapid acceleration⇒⇒

from the motor, if you dare floor your finger, and once I have done a few quite installation and familiarisation laps I start to ramp up my speed. Then, finally, I start to gain more confidence in the models ability and get into my preferred tail out slides rally car style round corners which I guess is not what the real drivers at the time wanted, but did get from time to time as real F1 circuit racing is all about not sliding around too much and maximum grip/downforce. None of that here then! As the speed increased I was more concerned that the high nose stance would see me lose the front end, big shunt and absolute dejection in a trashed car but, perhaps because I wasn't going totally flat out, it held in there and never nose de-slotted once for me. What I did end up getting was massive tail oversteer, OK I was doing that on purpose! Which, if you did not have track borders would be a problem as without enough speed/momentum the model

would "beach" itself over the side of the track, and this was with the extra width that you get from Ninco track pieces and borders so no such problem. Bottom line. For me just what I want out of a car of this type, not too much speed but more than enough and a chassis I can really chuck around in my preferred driving style and all without those pesky magnets. This to me is a superb chassis and an excellent one to do battle with the Policar Lotus 72 just like "back in the day". How would this car rate on large club layouts and the keen racing fraternity? I guess that depends on individual clubs and what classes they run. Do you want out and out tune ability and maximum pace then really look elsewhere. Put these Policar models up against similar Fly and Scalextric cars, minus magnets or use on a wooden track and performance and handling would probably favour Policar as it is a peach of a chassis with good grip and poise straight out of the box. Perhaps a small amount of weight in the nose would be of benefit but the angst of trying to take the body apart even once more or several times would be too much for me. Mind you if you are going club racing you probably wouldn't care too much if you sustained a little battle damage! Overall a thumbs up from me.

The vital statistics are from Policars website, which are as follows: in-line PMX01 24.5k rpm motor with 95g/cm, length 126mm, height 33mm, wheel centres 78.6mm, width 60mm and a total weight of 48 grams. As far as I know, the gearing is the same as the earlier Lotus 72 with a 9-tooth motor pinion, 25 crown and 16 spur gear ratio to final rear axle with 17t gear. Wheels, 13.8 x 7.9 16 x 11.7 mildly treaded front and rear rims/tyres, again the same as the Lotus but with different wheel inserts. There is NO magnet fitted or supplied (yippee!) but you do get



some magnetic “effect” from the motor itself. Want to put a magnet in or mess around with the chassis, install a different motor etc.? Good luck is all I can say as it is such an exquisite little package that to try and do anything is “really” going to be tricky and certainly way beyond my meagre slot car skills. Install a digital module? Hah, no way me thinks unless you can design your own I guess? Change the gear ratios? Well if you look on Policar's website there is a great little picture of the chassis and little round red dots you can roll over that show you options available for all the replacement parts but I'm not so sure I would ever want to take the thing apart again to have a go. Unlike “standard” type chassis / bodysHELLs where 2, 3 or even 4 screws tend to hold things together and then (mostly) the body just comes off I would suspect that repeated access into this area will probably just result in breakages and a few tears and tantrums on the way as it is quite a fiddle to pull apart and even trickier to put back together. Ultimately, it is quite robust and flexible but, really, it is not built for continual fettling in my opinion. The body/chassis is held in place by two large screws (note: different lengths) which have little washers with a further 3 smaller brass screws, 2 at the rear either side of the motor mount and a third which goes through the gearbox casing at the rear. These have no washers. The motor pod is held in place by another normal size screw directly into and through the chassis. The front axle can be adjusted for ride height but you have to take the body off to do this. I'm not gonna try that exercise again if it is a problem on the track! If you go to the Policar website and look at the



Lotus 72 model information then there are a couple of great PDF documents that can be found under the “Downloads” tab for mechanical instructions and body kit assembly. Sadly, they do not currently exist for the March but I expect (hope!) that in due course they will be added to aid all of us in the correct way to dismember and restore the relevant components if you do want to rip your model apart or need to fix or fettle it some more. Check out the pictures and the one I copied off the Policar website for views on the gears etc. For more information and better quality pictures then check out <http://www.policar.it/> and choose the relevant links from there.

Conclusions then? I really cannot state enough what a superb model this is and tie that in with great on track manners straight out of the box and that just equals little slot racing heaven. Match it up against the Lotus 72, and hopefully a few more different cars (not just reliveries) from Policar from this era and it will be even more of a vote winner with me. Are you still reading this? Why? Go buy one now, marvel at the detail and then play model motor racing!

Now normally I would put any other news first but that Policar March 701 was so much⇒⇒





fun that I had to cover that first. Good job to as any other information is slim on the ground to almost none existent again this month I am afraid. The only other news that I can pass on is that Policar will be releasing a complete kit of the Lotus 72 in a few weeks' time, maybe even

by the time you read this? Keep monitoring your preferred slot suppliers for this kit which is Ref. CAR02z. This, obviously, is great news for the scratch builders out there and if, or maybe I should say when, if you race! I suspect that the inevitable race induced over excitement big model damage/destroying accident will probably happen at some point! Anything else? Nope. Maybe I should call it Policar news this month then?

Thanks to Terry at Gaugemaster for the fabulous Policar review car, general Slot.it/Policar information and his continued support of the NSCC and Slot.it for any additional news. Ciao and arrivederci till next month. ■



Welcome to Fly on the Wall for May. There was no report last month, but we have a lot of new releases of both cars and trucks to refer to this time.

First, we have a truck in a real-life livery. The Mad Croc Sisu SL250 was campaigned last season by Mika Makinen including the 2016 Brands Hatch BTRC. The truck has reference number FS201103.

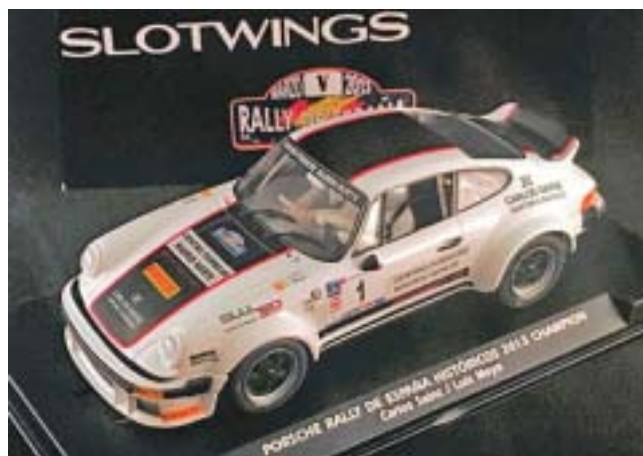


Also with this delivery will be another version of the lightweight racing



Buggyra, reference number FS20204. This truck is finished in bright yellow and features vac formed interior and fifth wheel details.

Hopefully due soon will be Slotwings Porsche 935 fitted with special resin parts to allow them to produce the car with the deeper front spoiler. Resplendent in its bright Orange, this Jagermeister car will be popular with both fans of this livery and Porsche collectors. SLW065-01SP is the Porsche 935 as driven to





tenth place at the Nurburgring in 1977 by Eckhard Schimpf and Anton Fischhaber. There will be very limited availability of this model.

SLW044-04 is a white Porsche 934 (SLW044-04) as raced by Carlos Sainz and Luis Moya at the Rally Historicos in 2013.

I mentioned in March that we expected some interesting BMW M3s over the next few months. These have now been announced and will be: SLW038-01 BMW M3 E30 - Tour De Corse 1987. This is the Rothmans rally car as driven by Bernard Beguin and Jean-Jacques Lenne.



SLW038-02 BMW M3 E30 - Race against E92 Test - Bruno Spengler. This is unusual, it is a 1990's DTM car that was then pitched against a modern day M3 as a publicity stunt.

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 and hopefully we may have some pictures of the actual new releases. In the meantime, see www.gaugemaster.com or follow Flyslotcars on Facebook or visit www.flyslotcars.com. ■



On a recent trip to Barcelona, I had the opportunity to visit the Ninco office. It had been some time since I had been there but my contacts Tomas, Xavi and Raul were as hospitable as always. Trying not to get too distracted by all of the new toys, radio control cars, boats, trucks, planes, helicopters, drones, robots, scooters, balance boards, etc., we settled down to talk about slot.

A Real Exclusive! (part 1)

Whilst they have developed other areas of “hobby”, slot racing is still part of Ninco’s hobby



range. There has been much talk of their venture into 1:43rd scale and product has already been displayed at various toy fairs. This visit brought about my first real experience with the “Loop” set and a closer look at the micro-scale cars. Two GT style cars are supplied with the set and the finish immediately reminded me of the early Ninco 1/32nd scale cars; very glossy. Now that’s not a bad thing as these are designed to





survive the punishment of “living room racing” and are likely to be handled by many sticky little fingers! Cars are also fitted with bright white headlights to illuminate the track ahead.

The set, complete with twin loop, is designed for a specific purpose and is an ideal introduction to slot racing for the younger generation helping to develop their hand to eye coordination. As a starter set, it does tick many boxes; the track is easy to assemble, power connections are straight forward, throttles offer a comfortable grip, lap counter is simple, product is robust, it's neatly packaged and above all, it is great fun!

The ‘Loop’ set is already available and there are plans afoot to introduce a ‘Police Chase’ set at the end of this year. My timely visit afforded me a sneak preview of a pre-production example of the Pick-Up Truck that will feature in the new set.

A Real Exclusive! (part 2)

So we turn to 1/32nd scale and again my visit is perfectly timed to be the first person outside Ninco to see their pre-production model of the Renault Sport RS-01. Their new concept of a light-weight thermo-formed body on a universal “clam-shell” chassis is due for launch this June. *(This style of chassis has been previously been available under the hard bodied Seat Leon Cup Racer).*

For anyone familiar with radio controlled cars or indeed our very own BRSCA series, the car bodies are made from a vacuum formed thin plastic material, normally clear, that can then be painted on the inside (or out) for decoration. The new Ninco series is similar to this with the car livery being printed onto one side of a flat sheet before being thermos-formed to the car shape. The finish is really very good and puts me in mind of NASCARs with their painted or stickered-on headlights. Print quality is sharp and as it is all made on what becomes the inside of the car, the resulting view is again one of a very high gloss finish. Of course, such designs⇒⇒





do not allow for interior detail so windows are all blacked out. A rear aerofoil is the only attachment to the body although there are four



caps (two each side) to fix the body to the chassis. Whilst this design does not offer any body adjustment, they are so light that it would be difficult to see any performance gain in changing how the body sits on the chassis.

This really is a “One Make” series and is perfect for club racing as it gives a truly level field for all participants. Racing using this design focuses attention on driver skill rather than car set-up. These cars will also be very affordable so I do hope clubs and racers will at least give it a try.

Generic GT race cars will be available after the summer period and a Rally style car before the end of the year. All three body styles (Renault, GT and Rally) will each be available in three different liveries. We discussed offering a clear body shell for racer’s own decorations... is anyone else interested in making their own liveries? ■





Yes, firstly this month we have an Aston Martin that raced in Macau in 2015, and very bright it is too! The real car was entered by the Hong Kong based team Craft Bamboo Racing and driven to 5th place by Darryl O'Young also from Hong Kong. If you think the paint is a little over the top here is a shot of the real car leaving the pits! Actually the more I look at it the more I like it! The NSR version is reference NSR0037AW.



Next up we have the Porsche 917K Team Salzburg from Daytona 1970. This was the car that just ever so slightly hacked off John Wyer of the JWA Gulf team as he believed that they had the Factory Team status for the 1970 season, only to find this car entered by the Porsche family turn up at the first race of the season, the Daytona 24 Hours. He needn't have bothered as at that race as his Gulf car #2 took the win⇒⇒





with the pseudo factory car driven by Kurt Ahrens and Vic Elford failing to finish. The Salzburg cars however did from time to time score good points including the overall win at that years Le Mans.

Following on is NSR0034SW Ford 3L P68 Alan Mann, OK so I know we have had this livery before but this is the only correct one that this model should be in. This is the sister to the number 33 car that NSR released some time back and was raced at the cars debut, the BOAC 500 at Brands Hatch in 1968. The model has proved to be a far more successful car than the real thing and I think that there will still be buyers out there for another pukka Alan Mann version. This is Due in two weeks so get those orders in to your favourite retailer.



Next we have a 4th Anniversary Mosler Limited Edition, I guess the Italians see this in perhaps a different way to us but we suppose this is to celebrate Salvatore's life and not his passing.

Anyway regardless of this, what we have here is a Signature version of NSR's perennial Mosler, decked out in Italian national colours, and you know what? I don't think its half bad. Available as NSR0054AW with the Evo 5





triangular anglewinder mount as standard, other versions will be available on a to order only basis only as follows:

NSR0053AW Mosler MT900R - NSR Racing Team - S.Noviello Edition - Evo3.

NSR0053iL Mosler MT900R - NSR Racing Team - S.Noviello Edition - Evo3.

NSR0054iL Mosler MT900R - NSR Racing Team - S.Noviello Edition - Evo5.



to 16th Place overall and second in the LM GTE Pro category. The test car versions have been very popular and we are sure that this Factory Team liveried C7R's will be even more successful. ■



The first of the liveried C7R Corvette Stingrays, being the Corvette C7R Stingray #73 Le Mans 2014 NSR reference NSR0025AW, will be with us this month and rather nice it is too! Car number 73 is the Factory Corvette as driven at the 2014 Le Mans 24hrs by Jan Magnussen Antonio Garcia and Jordan Taylor



BITS & PIECES

BY GRAHAM PRITCHARD



Aaahh, “good job I did loads last month after all then” said Jeremy, as virtually all of what I sent got used in the end, so to save wasting it, then we’ll start off with a few pictures of the AMT Ranchero kit and the Eldon Dodge pick-up then, just to “fill in the blanks” as it were, as there just wasn’t enough room for them last time unfortunately.

As you might have guessed, whilst I did get the Eldon one running ages ago there has been



“zero” progress on the Ranchero this month or Dave Yerbury’s C-Type Jag as I’ve been trying to concentrate on things that are solely required for Gaydon like making some more resin castings from things that I have created (and hopefully will be finished by May 13th!) like this BMW Mini Cooper pick-up that was inspired by seeing one that somebody on Slotforum had made from two 1/43 Carrera GO bodies and of course, once I’d seen that then I just had to have a “George Turner moment” and get totally



distracted from what I should have been doing in order to have a go at creating one for myself in 1/32 and from a distance, and in the dark it looks almost like something that the chaps at Swindon (i.e. the UK home of the BMW MINI) could have created on their CAD systems I reckon, but whatever, it's something different to run and as it utilises standard Hornby Scalextric BMW MINI parts then you could make one too perhaps if you wanted to as it hasn't been made anywhere else yet as far as I know.



I've also "finished" the body for the El Camino Delivery Wagon thing that I have been working on recently too (see, it's amazing what can happen when I actually get to stay in and spend time on my hobby rather than getting sidetracked, isn't it?) and the plan (if I have time) is to try casting the Mini and this one to see if I can create a couple of shells for the lads at the Club as no doubt somebody will want one somewhere and it will save me having to do all the bodywork once again as it's taken me absolutely ages to get to this stage.



I've also put this Banger Racer together for a bit of fun using one of my Escort Estate bodies that I created, and in that guise, it also gets you out of having to do the windows I hasten to add, and it also proves that you don't always have to go for the "showroom" finish when you're making your own slotcar, do you?



More On That Revell Beach Buggy Kit

So it seems like I created a bit of a monster then with this one last month, as several people have contacted me to say that they have bought one having seen my article on it.

According to a couple of familiar faces then the Revell model actually depicts the Empi Imp Buggy whereas the Airfix Buggy is the Bugle version so I am reliably told. And both versions used shortened VW floor pans, with the Imp being 12" shorter than the standard VW of 94.5" and so that explains why it looks so small then. But they couldn't find a dimension for the Bugle as the website was down, but for ➡➡



comparison, the Manx and the GP were 14.5" and 15.75" shorter respectively. At 1/32nd the variation between all buggies is about 3mm.

In summary, the Revell kit is therefore about the same length as the Airfix version but much cheaper!



So, many thanks for the information John and Peter. Peter also sent me a picture of the much sought after Airfix one next to the Revell one and we've also had suggestions about which motor and chassis to use along the lines of the Hornby BMW MINI one (thanks Dave) and we've also seen one with what looks like a Hornby FF motor installed under the rear deck and driving the rear wheels via a sidewinder gear (thanks Steve) so that's given us a few ideas on how to proceed further with mine then for certain, but as to when, then don't hold your breath as the Gaydon stuff really does need to come first for the next couple of weeks (as I'm writing this) otherwise I just won't get there.



Annual Gaydon Reminder

Talking of Gaydon, I'm sure that you won't, but please don't forget that the "2017 UK Slot Car Festival" is on over the weekend of 13th and 14th May at the same venue as before, complete with its additional display building that was completed last year.

It's also worth mentioning that the old "paper" £5 note will also cease to be legal currency the week before on 5th May, so if you've been saving them up for Gaydon then you'll be in trouble unfortunately!

I've also asked Julie Scale to tell me a bit about some of the "special interest" events/items that will be occurring this year at the Festival, and this is what she had to say about it:

Hi Graham,

Here are a few bits of news for you then in respect of the Festival this year.

Amazing Village Slot Rally Track!

New Digital Circuit this year from Paul Wooding and David Desguin, which is using an RMS, that allows the use of Xbox and PlayStation console controllers in both a wired and wireless configuration.

He has also developed a more "console look and feel"





to the display screen with configured full scale start lights that add some extra atmosphere to proceedings, which looks like it will be amazing!

Also new for 2017 is a display of Wren items, which is the perfect way to compliment the Minic and Playcraft displays that have been there previously.

And now some breaking news, we will be featuring a live Interview with John Soden re the 24 Hour Slot Car Race, <https://youtu.be/6KLUlfX47kU>

On top of that there is everything you have come to love and expect from the Festival including our "Headline Sponsor" "Scalextric" with the new "ARC Air" to demonstrate, and the latest cars in the range to show also



together with lots of tracks to try your own cars on, and the amazing Swapmeet and Auction, and of course with the fantastic Limited Edition cars that have been produced especially for the Festival then there is SO much to look forward to, it's amazing, so please keep an eye on the event's Facebook Page @ UkSlotCarFestival as well as the usual slotcar related press to see what else is happening on the day.

Tickets are available to pre-book from the British Motor Museum Web Site and please don't forget that if you do the "Gift Aid" on Saturday then you can get in free on Sunday www.britishmotormuseum.co.uk/events/slot-car-festival.

See you there Julie!

And if all goes to plan then I will also be there so please keep a look out for "Scrapyard Paul" Blows tables as that's more than likely where you'll find me with a tub full of things for sale also hopefully.

Slot Track Scenics News

OK, so here is the news from Slot Track Scenics just ahead of the UK Slot Car Festival as read by Dave Jessett.

BONG - At the end of last year we celebrated our first ten years of producing scenic products for "Slot" →





Car Tracks” by starting to move into making individual track panels and then complete tracks, and that has also now evolved further into running events based on our ‘Silverstone’ track, so, if you haven’t already yet seen it, then it will also be at the Slot Car Festival, so please do come along and have a drive on it!



BONG - In the “Tracks and Panels” department we have recently delivered a ‘Monaco’ track to a customer who has had a room especially built to accommodate this track and also his model railway.

He is planning to do the scenery himself and so we just provided the table, the base, the panels and their supports and we will now be leaving the rest of it up to him.

Also in terms of “Tracks and Panels”, at the Festival we will be launching a range of modular routed panels



to accommodate plastic track. These will be able to fit together in various configurations in order to make different tracks, and will also set the plastic track at the same level as the surrounding surface therefore allowing them to have the scenery added very easily.

Holes are even pre-drilled for attaching our scenic products. They will be available: i) as bare panels; ii) as bare panels but with the tyre walls, fence, etc. that they need in order to be finished; or iii) as fully finished panels.

To complement these we have also had some injection moulding tools made to produce the parts to allow you to fit kerbs on to our track panels or any other wooden track. These will also be available at the Festival. They will complement the pre-cut adhesive backed white line, which we have been producing for about a year also.

BONG – And finally, in terms of products, we will also be starting to sell some of the “Timing Stand Decals” that we have been making for a while. Currently we can do Ferrari, Mercedes, Red Bull, Lotus, Williams and McLaren, but we have also recently produced on request Timing Stands for BAR-Honda, Jaguar and Renault, so, if you want something special, then please talk to us or just come and see them on our stand at the Festival.

*Look forward to seeing everybody soon,
David and Guy Jessett.*

Wow, that’s absolutely brilliant in being able to have your own room built in your garden that’s big enough to have a slot car track and a model railway, you’ll have to get us a picture of the finished article then David when it’s all done as that’s got to be worth seeing, for certain!

And if you've not yet had a go on the Silverstone track then please make sure that you do at the Festival as it really is a most brilliantly executed track I can tell you for certain.

With everything that's been said about this year's event, then it all looks like it's shaping up to be another great Festival for all of us "slotties" once again I reckon.

Chase Cars News

Here's the latest news from Gareth as he gets ready for Gaydon as well, but it doesn't sound like it's going very well from what he says:

Hi Graham,

Another month of frantic activity for pitifully little progress. I managed to finish the updated website, have a look at www.chase-cars.com and marvel at the comprehensive instructions, breathtaking range and absolute insanity of racing a 1972 Cadillac against a Lincoln Continental. There's an online shop which hopefully makes the range a bit easier to understand and shows what parts go together. For example with the 1963 Volkswagen you need the narrow chassis, but for the 1967 Mini Cooper you'll need the compact chassis and steering, it's because a Volkswagen leans in a corner but a Mini doesn't.



What do you think about the 1969 Disney film, The Love Bug? A soppy story with the most unlikely racing car imaginable? How about you see it as a good insight into American sports car racing in the '60s with behind the scenes engineering by the mechanical wizards of the time. Forget about computer wizardry for special effects, if it couldn't be built for real it couldn't be done.

Let's start with the cars, Herbie was a 1963 Volkswagen Beetle with sunroof, it was painted L87 Pearl White but the car's interior was grey to cut down on camera glare from the studio lights. A 1200cc engine



wasn't enough to get the car around Riverside raceway with conviction so one of the cars was fitted with a Porsche 356 Super 90 engine.

As well as the Porsche engine, the racing Herbie was also fitted with Porsche brakes and uprated suspension with extra control arms to keep those swing axles under control. There was more help to get the Volkswagen going fast, the high speed scenes were driven by Carey Loftin, probably the most talented stunt driver of his time who at the same time was working on Steven McQueen's chase in Bullitt. The VW did some other amazing things in the film, driving without a driver was impressive and Disney's Danny Lee came up with a system where the driver sat behind the main seat with a mechanical link to the steering and pedals. I know it looks a bit basic but they were still using the same system 15 years later in Hollywood.

The wheelies were done with wires attached to the front of the car, rear wings cut away and a smoke canister under the back wheels.

In the next Herbie film the wheelies were done with a huge counterweight on the back bumper while for later films there was a special car built with shorter





wheelbase (look at the rear quarter panel behind the door) and 1835cc engine. There was no weight at the front and this car was fitted with “fiddle brakes” like a trials car so it could even be steered while the front wheels were in the air.



Back to those 1969 races, they were done with a mixture of completely staged races and the Volkswagen being entered in real races to get footage including crowd scenes. There are Cobras, Jaguars, Corvettes, Triumphs and other well known sports cars, but look at the other stuff! Two fantastic Osca Barchettas, one red and one blue, A wonderful Devin D fibreglass special, Kellison J4 and a Bizzarrani. This was actually owned by Carey Loftin at the time! Along with a Swallow Doretti



Other talents in the film include Max Balchowsky, he was responsible for building the Mustang and Charger in Bullitt and he helped out with Herbie too, keeping it running on set and as a stunt double for Buddy Hackett in the dangerous scenes, this is him, the steering controls for this car are up on the roll bar so it could be steered without a steering wheel.





Max Balchowsky also hired out his ol yaller Mk IV racing car, it was used in racing scenes as well as a camera car.

When I made my own Herbie resin kit I wanted to get it right, the recent Scalextric Beetle is based on a 1967 bodyshell, the clues are the larger windows, sloping quarterlight windows and 4 stud wheels. Instead I chose an old Airfix kit as a base and made the correct 5 stud wheel inserts



The chassis fits neatly underneath and while I usually fit the stiffer springs than my American sedans it leans just enough to show you the stunt driver is trying hard. Alongside it I also built an Intermecanica Apollo, a fantastic mix of Jaguar plus Ferrari styling with Buick running gear.

If you want to try them out, come along to the chase-cars track at Gaydon and tell me that you're channelling the spirit of Carey Loftin.

*Regards,
Gareth*



F32 Resin

With several of us now dabbling with this casting lark then we've come to the conclusion that AXON F32 Resin is probably the best one to use as it's been specifically designed to be used for small and fragile parts etc., so just thought we'd mention it should anyone be thinking about giving it a go.

SCX Austin Healey

If you get the weekly emails from the various retail outlets that advertise in the Journal then you might have seen the re-issue of the green Austin Healey roadster from SCX recently.

Well, to me I think this is the bargain of the century at the moment as Bearwood member⇒⇒



Dave Parish got one initially and brought it along to show us, and heaven forbid he actually got it out of the box and ran it on the track, and it was amazing!

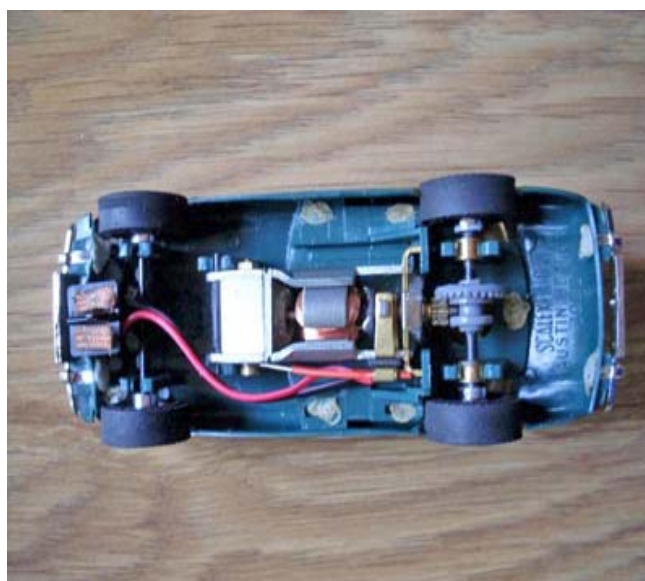
Apparently the RRP is supposed to be around £80, but you can currently get them for around £40 and like I said above they are superb to drive as they have modern grippy tyres and an original open frame RX type motor like they came with in the '60s.

I liked it so much that I just had to get one, and mine came out of the box straight away as



well and what a joy to drive it is! It even comes with a reproduction box in the style of the original ones once again from the '60s and all of that is then contained within a somewhat larger display box that may be a bit OTT to some, but ensures that the contents within are very safe and secure should you wish to make it a purely "display only" item.

I'm not sure how many of them have been



made but if you are into 1960's cars then this is one not to miss for certain as it really is a joy to drive, trust me!

X(Cellent) Files And Wood Carving Chisels

With "Moulder and Scaley" making a comeback once again it seems, then how about these very handy model making files that I bought the other day for under a Fiver?

They appear to be top quality and have proved very useful as they can also be used like sandpaper for smoothing filler I've found especially if you use them wet.

I also recently bought these rather cheap and cheerful wood carving chisels from the local £1 type shop which have actually turned out to be much sharper than I was expecting for carving resin and Milliput etc. when I have been making that 59 El Camino Delivery Wagon for instance and they look like I'll be able to sharpen them on the oil stone as well I reckon so they should last ages hopefully.

They say that a job is miles easier if you have the correct tools, so if you've not got any of these yet, then maybe you are missing out on some very useful additions to the toolbox and for not a lot of money also.



George Turner News

This month I managed to get hold of George and he very kindly sent me the following few words about his latest creations and as he quite aptly stated on his website, he's definitely gone off on a bit of a tangent once again, but I don't



think anyone will be complaining to be honest not that that would bother Mr. T. if they did though, I'm sure:

Hi Graham, like you, I'm busy working towards Gaydon at the moment. Our 1954 Chevy Recovery truck is done and a tanker version is also nearly complete.

As a little side project I have also modified the AC Cobra to give it more detail and bring it up to date, so that will be making a reappearance soon.

I am also thinking about releasing the MGC GTS, and this will be the 1968 Sebring car (No. 44), as my previous version was the 1969 car. My new Auto Union is coming along nicely and I hope to have it ready for Gaydon. Looking forward to seeing you all there.

*Regards,
George.*



Blimey, talk about a tangent I wasn't expecting a Petrol Tanker! What's he going to do next, Lady Penelope's 6-wheeled Rolls Royce?

Actually, as I'm writing this there is currently one for sale on eBay in 1/32 scale for around ⇨⇨



£28 I think, and it's v-e-r-y s-l-o-w-l-y luring me into buying it but I'm trying to resist it, honest! But I may not be able to resist it much longer if the truth were known, but if only I'd bought it many years ago when it first came out in my friend's Toyshop then I'd have saved a fortune! Oh well, you can't always win 'em all, can you?

And Finally

What can go wrong with a tin of paint then? well, in my world, plenty! From having a spray can that was leaking, so that I left a line along the wall and the shelving unit in the garage like you'd see in a cartoon I've now managed to "Inkwash" the diary when I stuck a resin engine casting to the lid to paint it and then tried to pull it off but instead of it releasing cleanly it opened the tub of Inkwash instead and spilt it everywhere!

And to top that, I've now managed to get a crack in the bottom of the 250ml metal tub of Wilko Matt Black Acrylic paint that I bought to paint the windows with on some of my resin castings, so when I stirred it up then it opened the crack in the base of the tin and left a BIG puddle of paint on that infamous diary once again!

So, the moral is check that any tins of paint that you have haven't gone rusty or split etc. otherwise you might be in for a rather nasty surprise one day, like I was!

So that is all for another month and I hope to see you at Gaydon, drop buy and please do say hello! ■

SLN Club Cup Race 2017

By Shaun Bennett

The weekend of 31st March 2017 to 2nd April 2017 saw several SLN members travel from the UK, Spain and Switzerland to join up with Dutch members for the 2017 SLN Cuprace and Swapmeet.

After a short Easyjet flight to Schiphol, complete with the obligatory Hen and Stag party groups (including one young man dressed as a banana), I met up with most of my fellow Committee members to collect the hired people carrier and so we were on our way to the superb Fletcher Hotel in Nieuwegein, where we met up, over an excellent evening meal, with our fellow Cuprace weekenders Jeremy and Denise, Peter Simpson and Karen Emerson, Steve and Donna Axford, Keith and Chris Boone, Jordi Battle, and Thomas Affentranger, Thera and Michel Brok joined us and ran through the programme and timings, which meant that an early start was required the next day. Despite this, the bar drew us in.

Breakfast the next morning arrived too quickly, and we soon set off for the days racing at the stunning Slipstream club in Cruquius. Check out the Slipstream website or the NSCC Facebook page to see what I mean. A massive six lane circuit, fully landscaped, complete with track lights, buildings, hundreds of miniature spectators and highly detailed pit lane. Put with this a superb race management set up with screens everywhere, a running commentary of the racing (and the crashes) from the raised race

control 'pulpit' and a bar, not to mention disco music and lighting. Add to this the warm welcome and friendly nature of the Slipstream members and you have a superb days racing.

After some quick practice laps, the racing began with each of us racing on each lane in three minute races, rotating after each heat. We were racing Scalextric McLaren MP12, sprayed in different colours, with, I think, Slot.it controllers. The cars survived the two rounds of racing and crashing really well, with just the odd bit of maintenance required by Slipstream's resident guru's.

In between the various races we also had time for a buffet lunch and a superb evening meal, and we were split into teams for some fun racing using hand built VW camper vans, some complete with trailers, and Fly Trucks. Great fun, even though the Slipstream experts had their work cut out keeping the trucks running! We were also let loose on the hand built digital rally track as part of the team racing.

To conclude the racing we were all given a special commemorative car being given to all the racers. This was a red Scalextric Aston Martin DB5, with SLN tampo in Silver on the doors and Limited Edition card in the box. The Limited Edition numbers of the car corresponded to the position we had finished overall after the McLaren racing, and I was very pleased to receive car No.13 of 35.

We returned to the hotel bar for another late night, thankfully the Sunday start time was more ➡





relaxed and we made a short journey to the swapmeet. A packed hall of all things slotcar awaited us, and to be honest I could have parted with a small fortune. In the end I managed to pick up a very nice dark red Scalextric Austin Healy, and French C81 Cooper, again in dark red, along with an Entrance building with red lettering (there's a theme here!) rather than blue on the fencing. Thanks must go to Jeremy for bringing these back in his car as my bag had been filled by a complete Dutch Edam cheese kindly given to me by Thera and Michel who had remembered that this is my favourite following a conversation when they visited in the summer.

After a lunch and having said our thanks

and goodbyes to Thera, Michel, the several members of the Slipstream club who had tables at the swapmeet, and our fellow Cuprace racers, we headed for the people carrier and were on our way to the airport for the return flight and home.

Another really enjoyable weekend, and special thanks to Thera and Michel (these events do not organise themselves) who worked tirelessly throughout, the Slipstream club, the SLN and my fellow racers. ■

P is for Packard, Paganelli, Pagani, Paige, Panhard, Panhard and Levassor, Panoz, Panther, Paramount, Parradine, Peel, Peerless, Pegaso, Peugeot, Peykan, Phooltas, Pic Pic, Pierce-Arrow, Pininfarina, Pipe, Piper, Plymouth, Polski-Fiat, Poncin, Pontiac, Porsche, Portaro, Princess, Proton and Puma,

Tom Fetch used a Packard in 1903 to be the first motorist to drive from the West coast to the East coast of America. Production began in 1899 in Ohio, until moving to Detroit in 1903. Packard became one of the most prestigious American car makes, rivalling Cadillac in the 1920's and '30's. Packard supported the War Effort by building aircraft engines for planes that included the Mosquito and Lancaster. A disastrous merger with financially troubled Studebaker in 1955 pulled the Company down, and by 1958 the final Packards were being made under new owners.

Paganelli sports cars were made in Naples from 1948 to 1955, using Lancia parts.

Horacio Pagani was friends with Juan Fangio, who helped him get a styling job at Lamborghini. Horacio later indulged in carbon fibre technology and design by setting up his own Company, Modena Engineering. The V12 Mercedes powered Pagani Zonda debuted at the 1999 Geneva Motor Show, with a claimed 200mph top speed and body curves claimed to be based upon Horacio's voluptuous wife!

Harry Jewett backed Fred Paige and Andrew Bachle's 1909 three stroke engine project by establishing the Paige-Detroit Motorcar Company with Fred as Managing Director until Harry decided to fire him and become Managing Director himself. Paige cars, including the record breaking Paige Daytona Speedster, continued to be made until 1928.

René Panhard met Emile Levassor at

University. They took over an engineering company and in 1889 launched their own Panhard and Levassor cars, powered by Daimler engines until they developed their own. A fatal tragedy befell Emile in the 1897 Paris to Marseille race when he hit a dog and his car overturned. The Company continued, with a Panhard being driven to a World Speed Record of 133.79mph by Captain George Eyston in 1929.

Panoz Auto Development's AIV stands for Aluminium Intensive Vehicle. Despite looking like a 130mph whale on wheels it could reach 60mph in 4.5 seconds thanks to a 305bhp V8 engine. The more conventional looking Esperante of 2000 had a Ford Mustang engine.

Robert Jankel's Panther cars combined retro 1930's styling with Jaguar parts and certainly looked different, while the FF had a Ferrari engine and the less successful Rio was a restyled Triumph Dolomite at three times the price. Early Limas looked similar to a Morgan but had Vauxhall Magnum running gear. Later 1980's versions became the Kallista and used Ford engines after the Company became Korean-owned.

Paramount made sporty tourers based on Ford parts from 1950 to 1956.

Boasting a top speed of 204mph, the Parradine 525S was a British roadster launched in 2000 with a supercharged 4.6 Litre V8 Ford Mustang engine that was modified to give an *extra* 200bhp on top of it's original 325bhp spec.

The Peel P50 of 1962 to 1966 was a one person bubble car not much larger than a shopping trolley. Examples have been driven around the top of the Blackpool Tower, and by Jeremy Clarkson around the BBC offices. The 49cc one cylinder engine endowed the car with a 38mph top speed. Peel also made the ➡➡



“astrodome” Trident bubble car that was still rather austere despite a larger 100cc engine and being renamed the Viking Minisport.

Peerless Motors of Slough launched their Triumph TR3-engined Peerless GT in 1957. By 1964 this became the Gordon-Keeble, a combination of the names of Peerless Motors owner John Gordon, and Ipswich garage owner Jim Keeble, who had gone the Shelby Cobra route of shoehorning a V8 Chevrolet Corvette into the car to create a fine Italian designed GT car with 300bhp and 137mph top speed.

Spanish truck and coach builder Pegaso based in Barcelona, also made some glamorous cars in the 1950's that were some of the fastest around at the time. The Z102 of 1951 was similar to the Aston Martin DB2 and Lancia Aurelia. The 2.8 Litre V8 engine had over 175bhp, increasing to 280bhp with supercharging and 360bhp when increased to 3.2 litres, giving a top speed of 160mph for the fastest versions. Despite good handling and power, Pegaso cars were on the heavy side and had limited success in competition as a result.

Cycle maker Peugeot made their first car in 1889, sold 29 in 1892, 40 in 1894, 500 in 1900, 5,000 in 1917, 14,000 in 1945 and a few more since then, with the 403 of 1955 to 1966 being the first million-selling Peugeot. 2.8 million Peugeot 404's were sold, helped by the Pininfarina design similar to an Austin Cambridge. Cabriolet lovers were catered for by Peugeot making a convertible version too of each model. The 104 of 1972 to 1988 was Peugeot's first Supermini, although it still had four doors. With a shortened hatchback wheelbase and an 80bhp engine from 1973 it could reach 100mph.

The Peugeot 205 GTi had it's original

1580cc engine replaced in 1986 with 1905cc which provided 130bhp and 121mph top speed. I thought I was in trouble when I blew up the engine of my Company's capacious Peugeot 505 pool estate car, but after I'd walked back to the office the Production Director apologised to me instead, because at it's last service the mechanics had warned him one of the pistons was on it's way out. The Company sold the car to a motor dealer who promptly popped another engine in and sold it on.

Peykans were Hillman Hunters provided in kit form by Rootes from 1969 to 1987 and assembled in Iran. They had a heavy duty build to match the local roads, and the 1970s 1.7 Litre Hunter engine was replaced by the 65bhp 1.6 Litre Avenger engine in the 1980s.

The Phooltas Champion made in India in the early 1990s was a Jeep look-alike vehicle, with an open six seater body but only 55bhp from it's 3150cc engine.

Pic Pic, so good they named it twice, or maybe it was because the 1906 founders were Paul Piccard and Lucien Pictet, built cars for Société d'Automobiles a Genève (SAG) designed by Marc Birkigt, who later went on to design cars for Hispano-Suiza. The cars only became sold as Pic Pics, and known as the Swiss Rolls Royce, when SAG withdrew from the market. Production was switched to Swiss Army Trucks during the First World War, and only a few cars were made afterwards from existing parts.

Pierce-Arrow began when Bicycle Manufacturer George Pierce built a petrol car and a steam car in 1900. The petrol version became the Pierce Motorette, followed by the Pierce-Arrow in 1903. Studebaker bought Pierce-Arrow in 1928 and the Company eventually closed down in 1937.

Pininfarina were not just a styling house, Battista “Pinin” Farina was a coachbuilder whose aerodynamic bodywork designs influenced the Lancia Aprilla, Cisitalia 202, Maserati 1500 Berlinetta and many Ferraris.

The first Pipe car was launched in 1900 in Belgium and the sporty 15 CV of 1901 was a competitive racing car. After factory damage in the first World War, car production was slow to

restart and then abandoned in 1921 as the Company concentrated on making commercial vehicles. The Piper GTT/P2 was a fibreglass sports car with tubular chassis, made in Kent, Berkshire and Lincolnshire from 1968 to 1974 using Triumph suspension and Ford engines.

Plymouth was founded by Chrysler in 1928 to maintain manufacture of four cylinder cars as Chrysler concentrated on six cylinder premium vehicles. Later Plymouths gained six cylinders too. Plymouths have been almost identical to sister brand Dodge models since the 1930's, with the Dodge badge most likely to be given to performance versions. This continued into the 1990's, with Dodge making the Viper while Plymouth only had the Laser Coupé. By the end of the 1960's, the Plymouth Road Runner shared its body design with the Dodge Charger. They also shared the Chrysler Hemi engine, Combination of the two with aerodynamics resulted in the Dodge Charger Daytona NASCAR racer.



Plymouth dealers complained that Dodge dealers were getting all the publicity, so the car was re-launched as the Plymouth Road Runner Superbird. The rear wing was functional, although one reason it was so high was to enable



the large boot to open. Competition versions could reach 220mph and were so successful the NASCAR regulations were changed to ban it.

As the name suggests, Polski-Fiat started out as Fiats made in Poland. These competed with other cheap imports to the UK such as Skoda and Lada, and were renamed FSO in the 1980s. Models included the 125P and Polonez.

Poncin made six wheeled off-road buggies and four and six wheeled Jeep-type vehicles in France from 1981 to 1993.



General Motors founded Pontiac in 1926, naming the Company after a famous Native American Indian. From 1956 Pontiac cars became longer, wider, lower and had more powerful engines. While Ford invented Pony cars with the Mustang, Pontiac are said to have invented Muscle cars with the Tempest GTO which was built 1964 to 1967. By 1970 'The Judge' Pontiac GTO had a more rounded body on a shorter wheelbase. The Pontiac Firebird (1970 to 1981) shared the same bodyshell as the Chevrolet Camaro, but had a more powerful engine and was further developed to make the Trans Am. See Smokey and the Bandit.

The later Pontiac Firebird (1982 to 1992)⇒⇒



of Night Rider fame raised the 125mph top speed of earlier versions to 137mph in 1987. The Pontiac Fiero was smaller and slower.

Dr. Ferdinand Porsche designed the VW Beetle, and spent 40 years in the Motor Industry before creating his own Porsche cars. His son Ferry and daughter Louise continued after Ferdinand died in 1951.

The Porsche 356 was Beetle-based and until the 1960s the Company concentrated on improving the 356 as well as continuing to offer design assistance to VW.



The 911 replaced the 356 and was continuously developed to make more powerful and faster versions.



The 917 dominated endurance racing in the 1970's, with as much as 1,000bhp on tap.

· Porsche 356 1948 to 1955, 55bhp Max 87mph.



· Porsche 356A, 356B and 356C 1955 to 1965, 60bhp Max 95mph.

· Porsche 356 Carrera 1955 to 1965, 100bhp Max 115mph.

· Porsche 904 1964, 180bhp Max 161mph.

· Porsche 911 2.0, 2.2 and 2.4 Litre 1964 to 1973, 160bhp Max 137mph.

· Porsche 912 and 912 E 1965 to 1969, 1975 to 1976, 90bhp Max 119mph.

· Porsche 911 2.7, 3.0 and 3.2 Litre 1973 to 1989, 210bhp Max 150mph.

· Porsche 911 (930) Turbo 1975 to 1989, 260bhp Max 150mph.

· Porsche 924 1975 to 1988, 125bhp Max 126mph.

· Porsche 928 1977 to 1995 240bhp Max 142mph.

· Porsche 924 Turbo and Carrera GT/GTS 1978-82, 170bhp Max 142mph.



· Porsche 944 1981 to 1991, 160bhp Max 137mph.

· Porsche 944 Turbo 1985 to 1991, 220bhp Max 157mph.

· Porsche 959 1986 to 1988, 450bhp Max 190mph.

· Porsche 911 Carrera 2 and 4 1988 to 1998, 250bhp Max 158mph.

· Porsche 911 Turbo 1991 onwards, 320bhp Max 167mph.



· Porsche 968 1991 to 1995 240bhp Max 153mph.

Portaro of Portugal made the Romanian Aro 24 and their Daihatsu engined Celta off road vehicles. I thought Princess was a wedge-shaped Austin, but according to my reference book it became a marque used instead of Austin, Morris and Wolseley on such cars in 1975, to be replaced by the Ambassador marque instead in 1982 when they added the missing hatchback, until 1984.

My cousin Paul says they were nice fast cars, and my book does say the 2.0 Litre version could reach 104mph, so presumably the 2.2 Litre version was even faster.

Malaysian firm Proton acquired Lotus in 1996. Prior to that Lotus was owned by Bugatti

and the Lotus Elise was named after the granddaughter of the Bugatti Chairman, Romano Artioli.

Puma sports cars were made in Brazil using DKW and VW components. The Malzoni GT was made 1964 to 1968 followed by the Puma II from 1968 to 1985, with Puma production continuing until 1993 with a VW Passat engine.

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

1. Tamiya 1/24 Plymouth Fury Kit £686.38 (311854627571).
2. HO Detroit Pink Plymouth Barracuda £616.04 (122339827827).
3. Slot Classic Pegaso Spyder Creus £505.02 (262865368071).
4. Russkit 1/24 five 1960's cars including Porsche £463.77 (311710735504).
5. HO Detroit Pink Plymouth Roadrunner £453.72 (222417431321).
6. Aurora Porsche 917 and McLaren Can Am £432.85 (262823501393).
7. HO Detroit Black Plymouth Roadrunner £427.44 (122349075076).
8. MPC 1/24 1966 Pontiac GTO plus parts £425.12 (401279066777).
9. VIP Porsche Carrera 6 built kit undisclosed offer over £399.99 (182437900440).

⇒



10. HO Detroit Blue Plymouth Barracuda £364.55 (222385235063).

Looks like the Plymouths are most popular. There is a strong US influence on the Worldwide **P** Top Ten though, so let's take a look at the UK only:

1. VIP Porsche Carrera 6 built kit undisclosed offer over £399.99 (182437900440).

2. Tamiya 1/24 Plymouth Fury Pro Built £386.47 (222409412609).

3. Top Slot Pegaso Z102 Rosa de £220.00 (302216589619).

4. MRRC NSCC 1988 Limited Edition Yellow Porsche 936 £205.00 (262843360637).

5. Carrera Highway Patrol Plymouth Roadrunner £200.00 (192159661840).

6. Scalextric 20 cars including 3 Porsches £178.00 (132116547210).

7. Checkered Flag Slot Cars 1961 Monte Carlo Panhard £175.00 (252784230306).

8. Any Slot 1958 Le Mans Porsche £173.00 (302209790638).

9. Scalextric 6 Digital Porsches plus track £165.00 (152521058958).

10. 2 Fly Porsche 917's plus 6 other cars £162.89 (302223919187).

Porsche appear to be more popular in the UK then.



Monthly eBay Top Ten

1. Tamiya 1/24 Slot Car Kits: McLaren Elva, Ford GT Spyder, King Cobra, Lora and Lotus 40, undisclosed offer above £1,484.06 (302282987834).

2. Cox 1/24 6 Cheetaracha Bodyshells on Display Card £1,484.06 (162444976915).

3. Scalextric 1960's James Bond Set £1,450.00 (112372730842).

4. Tamiya 1/25 Ford Galaxie Kit £1,158.65 (292087093730).

5. French Scalextric Red Aston Martin Marshal Car undisclosed offer over £985.51 (332165688329).

6. Cox 1/24 6 La Cucaracha Bodyshells on Display Card £985.51 (162455076063).

7. Aurora Tyco HO 80+ Cars Collection £928.31 (162476638340).

8. Playcraft Highways HO Red/Blue Chevrolet Impala £855.00 (272625060346).

9. Scalextric Graham Perris Blue Bugatti £820.00 (182488327022).

10. French Scalextric Yellow Ferrari GT 250 Berlinetta £806.55 (332170502713).

An interesting collection of vintage slotcars in this month's Top Ten, just proving that the old'uns are the best, or at least the most valued. I'm not too keen on those Cox Thingies though.

Back in the Saddle

I got back in the saddle as an eBay Seller recently, as one of our friends asked me to sell his mainly 1980's Scalextric collection for him. I must be doing well, as I received an email from eBay this week saying I had made it into the top ten per cent of eBay sellers within the Toys and Games category. I've always found it a little strange that on eBay model railways are classed as Collectables, whereas slotcars are not. I guess if it stays like that then perhaps it will help to keep the prices we pay for collectable cars on eBay relatively low, as any "investors" go for trains instead. In general, I have been a little disappointed at some of the final prices achieved by the hundred and twenty or so cars I've sold on eBay for my friend, although it probably reflects the dilapidated condition of some of his collection, and some items have exceeded my expectations.

I did have a time waster place a winning bid then ask if I would post using unsigned delivery. Apparently this was because he lives on a farm and is seldom around to sign for deliveries, and it takes him an hour to get to the sorting office and back to collect items. Having had my fingers burnt financially in the past when I used to send items unsigned for and unscrupulous buyers denied having received them, thereby claiming



a full refund via Paypal, I advised that I would only send his item by Royal Mail signed for postage, at which he asked me to cancel his "order". I added him to my blocked bidders list on eBay immediately, to prevent any problems with him in the future, only to receive an email from the same buyer asking why he was unable to bid on one of my other items. I advised him it was because he doesn't accept signed for items, and he wasn't too happy, judging by his further disparaging emails!

Worse than him, who I suppose could have been genuine after all, was another buyer who waited until he thought I'd posted his car, then tried to claim a refund for non delivery via Paypal as soon as he was able to. I was about to post the item that day, a Saturday, by signed for mail, so carried on, and eventually Paypal released the payment back to me, which they had withheld until proof of delivery was provided. I wonder how many free items that buyer has already obtained by trying his trick on less experienced sellers. Needless to say, I have blocked him now, too!

Errors And Omissions Excepted

Apologies that I referred to Strombecker 'C' Type Jaguars instead of 'D' Types last month, which of course they are really. Congratulations to Dave Parish at Bearwood Scalextric Club for spotting my oversight. Apologies too to Gareth Crompton, for last month and suggesting his German Streamliners on display at the Bus Museum belonged to John Eaglesfield. I'll be back next month to cause more trouble! ■

