



No. 428 NOVEMBER 2017

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The NSCC is a member of the
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Slot Car Clubs



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President

The Main Event Is Almost Here!

Very soon, in fact sooner by the time you read this, we will be probably about a week away from the Annual Hornby/ NSCC Ramsgate weekend.

I for one am looking forward to it, when a culmination of month's of planning and hard work (well a bit!) come to fruition and I get to see many members' happy smiling faces as they enjoy the cut and thrust of the racing or perhaps the excitement of the auction, the visit to the Hornby Visitors Centre with possible bargains to be had or the fact they are away from the other half for a day or two?

Me, I look forward to a weekend away from the kids (with or without Denise, this is optional!) and a few, well quite a few beers and some food on what is a good catch up with members, many of who after all these years are now more like friends.

What is interesting of course, is the fact that many of the attendees, are the same people who come every year, and we do not appear to have many new members attend, and the question I keep asking myself is why? Is it too expensive, too close to Christmas or perhaps, are new attendees worried about mixing with the regulars or perhaps showing themselves lacking in the racing? Please rest assured non of the above apply and any new attendee will be made to feel welcome and are sure to soon feel "one of the team" so to speak, as for the racing it is only for fun, and as one of the Croydon members says regularly at the club "they are only toy cars", so perhaps should not be taken too seriously over the weekend, although of course I won't be a happy camper if the Club cars I have spent hours on lovingly preparing for the weekend are smashed beyond recognition in the first race of the day through over exuberance, be warned, this year there maybe time penalties imposed or perhaps a naughty step for anyone falling foul of the rules?

So for those that are not coming, you will have missed a great weekend, maybe you will apply next year? For those that are attending (again!) I look forward to seeing you all and yes I hope my team can retain our previous few year's form!

Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nscg.co.uk

By Pete Simpson

I'll start with a revelation. I am so convinced that Hornby will start to recover from the last few years' poor performance that I have purchased a few shares. Not enough to fund a lavish life style but enough to make it worth checking the prices a few times each month. My optimism is partly based on the assumption that, having dropped by 15% since the effective takeover by Phoenix, they were unlikely to be allowed to plummet too much further: presumably Phoenix secured such a large holding in order to grow their investment. Secondly, I found it encouraging that Phoenix have demonstrated that they appreciate the business in which they have invested and drafted in a new CEO to replace Steve Cooke: Lyndon Charles Davies, chairman of Oxford Diecasts and majority shareholder of the parent company LCD Enterprises Ltd. Having someone that understands the modelling and toy world at the helm could be the catalyst to increase the rate of Hornby's recovery. Clearly Hornby, or their backers, have recognised LCD as a worthwhile asset and according to Reuters, may take steps to invest in LCD. Just after I purchased my shares Hornby issued another profit warning as it announced the departure of its chairman. They also said that, following an initial review of the business by new chief executive Lyndon Davies, it has been decided to stop offering for sale large quantities of stock at a discount in order to maximise the value of its brands over the long term. In addition, Hornby said interim chairman David Adams plans to step down from the board to take up another appointment. The search for an independent



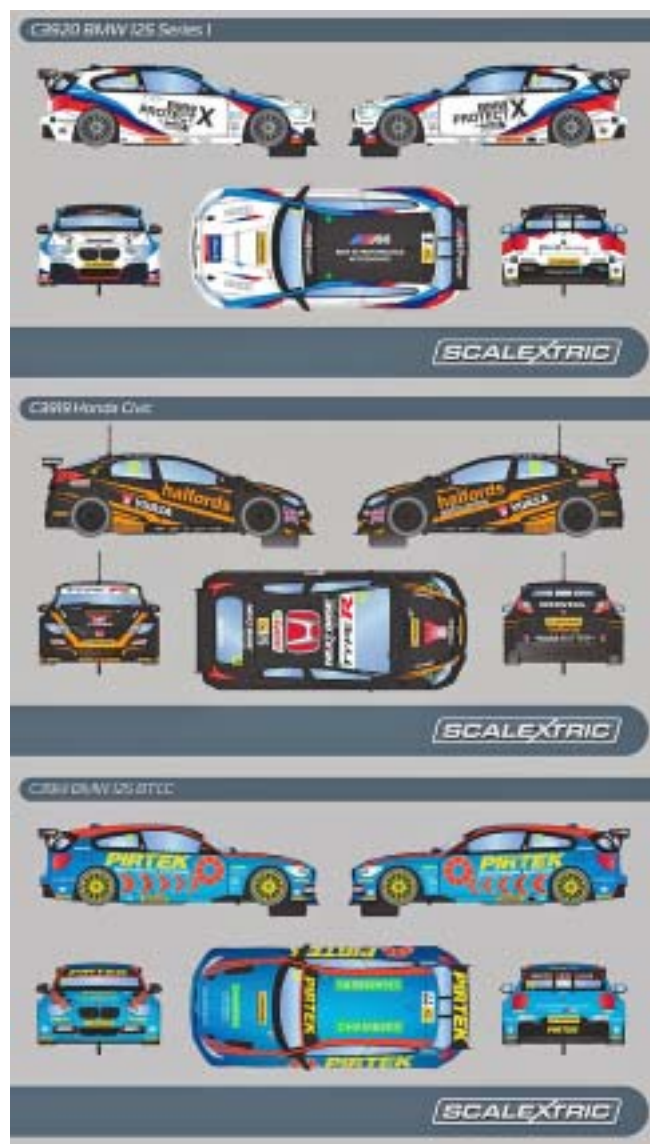
non-executive Chairman is progressing and a further announcement will be made in due course. Anyway, I got in at just over 27p. I mention this acquisition so that if any member should disapprove of my vested interest in the best slotcar manufacturer that clearly



produces by far the best quality, most varied range at prices which represent such superb value for money, I'm sure that a brief communication to the Committee will enable them to take over the role of Messenger. The others can gloat as the share price bombs!

New for 2018

In a similar vein to other Hornby sectors, Scalextric have revealed a few cars from the 2018 range. It wouldn't take a genius to guess that more of the modern BTCC cars would be forthcoming, even if only existing cars are to be reliveried: it might be reasonable to expect as MG and a VW to be added to the line-up when the full 2018 range is announced in a couple of months' time. For now, we get two BMW 125s and two Honda Civics Type Rs, all of which have featured regularly in the 2017 races. Those just announced are the BMW is that of second



placed driver, Colin Turkington, the Civic of fourth placed Gordon Shedden, the 9th placed BMW of Andrew Jordan, and the other Type R will be that of Matt Simpson who finished in 24th place. These represent a varied range of decorations, nicely spread over the end of season results: I could even be tempted to add one of these to my collection, just can't decide which.

The Scalextric Blog page adds further background information on their contact with the BTCC series, the cars and drivers, so be sure to take a look for the full story.

Sets

A few months back I promised to provide information on the often less reported aspects of Scalextric's range: the sets. As a teaser, I included a photo of those to which I had been privy in last month's Message. A decent ale will be gratefully provided for the diligent member that spotted the non-catalogue set and immediately provided details of where it can be obtained. When I met with Ricky, he was unsure which retailer had commissioned "Supercar Showdown". It transpires that it is Toys 'R' Us that have it on sale at what appears to be a highly inflated price of £149. Has anyone noticed a trend? The track included is the same as the ASDA Supreme Velocity set, C1375, with 90-degree R2 curves and a lap counter, although the cars may be less desirable as they have both





previously appeared elsewhere: black Jag and lime green P1. The Jaguar C-X75 is very black: wheels, body, and windows: if this one disappears under the sofa it'll be easier to go and buy another car! No such problem with the McLaren P1.



A decent set but it may be prudent to wait a while to see if the price is realigned with Hornby set prices, although comparing with other Toys 'R' Us offers, £99.98 may be as low as it goes: both "Bugatti Hyperdrive" and "McLaren vs Mercedes F1" are currently listed at the above price.



ARC Pro

As I started at the bottom left of the image from the September Journal, I'll continue to work clockwise towards the top right, with the next one being ARC Pro Platinum GT, C1374, the top of the range of the ARC products – digital control with wireless handsets. The set comes with four GT cars, each in a unique livery not available as a solo release. Doubtless these will appear on eBay once sets have been broken up by a well know trader. The set can be expanded to six cars by the addition of an extra couple of cars and two handsets. Although no ARC Pro sets or power bases are yet purchasable, the handsets, C8438, are available already (£22) as they are common to ARC Air, the wireless, analogue version of ARC. The track length is just over nine metres and will be dominating the lounge floor, requiring a space of 4 metres by 1.5 metres.



The box, typical of this year's new releases, includes a window so the cars can be viewed prior to purchase. This may also act as a deterrent for those unscrupulous buyers who subsequently return the set, claiming that no cars had been included! Unbelievable maybe, but I've seen the evidence as piles of such sets at the Hornby factory so I know this practice has occurred in the past. ➡➡



Unfortunately, this, the pinnacle of Scalextric sets, failed to make it into this year's catalogue, although the ARC Pro powerbase did

(C8435). The four cars are a Mercedes AMG GT3, a BMW Z4 GT3, an Aston Martin Vantage GT3, and a Porsche 911 RSR all resplendent in attractive liveries as run in various European GT series. At a shade under £550 this is a fairly pricey number but, as is common with sets, better value for money than buying a cheaper set and expanding. Maybe a little exposure to slotcars may be advisable prior to such a spend.



Touring Car Battle

I'll skip the next set in the photo as it's the ASDA Velocity, already mentioned a couple of months back, and go on to the next catalogue release. C1372 is an analogue set containing a pair of current BTCC challengers, both being Super Resistant examples unique to this set. This is where the set may be attractive to collectors as well as to the intended toy market. We'll probably never know if this was clever trick by Scalextric or sheer luck. The BMW 125 is similar to the 2015 car of Andy Priaulx, C3784,



but liveried to be the number 31 car of Jack Goff. 2017 is Jack's fifth year competing in the BTCC and he has enjoyed a varied selection of cars: 2013 and 2014 he had the Vauxhall Insignia, for 2015 he moved to the MG6, released by Scalextric as C3736, then in 2016 he moved to the BMW 125 shown here and finally in 2017 he moved again, this time to drive a Honda Civic. This year's car is generally similar to the 2016 car of Jeff Smith, released as C3860 so it's unlikely that we'll get a Goff 2017 version.



The second car in the set is the Honda of Gordon Shedden as raced in 2016. This model is the sister car to that of Matt Neal, released this year as C3821. Unfortunately, creating High Detailed versions of these two SR models isn't as easy as with some, non-BTCC releases, as the



only discriminatory details are those tampoed on the black "glass": the very part that would be swapped to create an HD version. In both cases included in this set the body decoration appears to be identical to earlier HD releases.



Priced at about £100 for 484cm of track with lap counter, but limited number of layouts, this makes a reasonable starting set for those⇒



attracted to current BTCC racing. To make it more realistic either of the extension packs, C8510 or C8512, could be added to create opportunities to knock an opponent off the track.

International Super GT



At the opposing end of the price scale is this set, C1369, featuring two of the Start cars: generic GT and LM Prototype models. At £80 this is the true starting point on the road to slot addition. The two cars are better matched on the plastic track than might be expected of the real cars, on the layouts available with the set, the GT racer can cope with the apparently advantageous lower centre of gravity of the Prototype car and provide exciting racing. Remember, these two cars are as close to indestructible as is reasonable and will take huge amounts of punishment.



Ultimate Rivals

The next set in the line-up is the Ultimate Rivals ARC One set, C1356, with two GT racers: a Mercedes-AMG GT3 and a BMW Z4, both unique. The set is priced at £150 for 532 cm of



track, ARC One power base and two High Detailed cars. As is typical of sets, the 90-degree radius two curves are included but only represent half of the non-straight sections so a few more configurations are available. Despite the compromises with this set imposed by the cheaper hand controllers and the limited number of track layouts that can be achieved without adding extra track, this is a really decent set: the two cars are certainly worthy of any collection. The BMW is the Barwell Motorsport





entry for Jon Minshaw and Phil Keen in the 2016 British GT Championship whilst the Merc is the Pro Am Cup contender from the 2016 Spa 24 hour race as driven by Daniele Perfetti, Laurent Cazenave, Michael Lyons and Morgan Moullin Traffort in which it finished in 19th place.

Unfortunately, the Scalextric web page omits to make any mention of the cars' details which is a shame considering the set is such great value and would capture potential buyers interest more if details had been published.

Porsche 911 RSR



Moving along the collection is the ARC Air set, C1359, with two of the latest specification Porsche 911 RSR models. A slightly higher price with more track, two crossover sections, a radius one hairpin, over-bridge, wireless handsets and



two special cars, albeit Super Resistant, make this quite an attractive set at £220. The Le Mans tag in the set title refers to the cars rather than the potential to reproduce the full circuit so don't be disappointed about the 681cm track length.



Le Mans

I'll conclude the set report back at the budget end of the range: £90 for two Start LM Prototype cars, 484cm of track and a lap counter. A true beginner's set, C1368 is ideal for the forthcoming holiday and should fit on the lounge floor, being 1.9m x 1.3m, as long as the whole family are engaged rather than needing to negotiate an impediment. Unlike earlier generic LM cars, these come ready decorated which, although removing some of the fun of applying stickers, makes them look a lot better.⇒⇒



Website

The Scalextric site has had a make over which seems to work well enough with the initial view being images with technical data provided after scrolling down a few screens.

Remember, now is the ideal time to invest in a few of Scalextric's wonderful products and help bring them back into profitability: if there's one model that appeals, why not buy it in every

one of its liveries. Also be aware that the same model may also be available from Corgi or even Airfix so there's plenty of opportunity to boost the sales potential of the esteemed Hornby Group. And then there's lots of lovely, irresistible trains in which to invest. If we all pull together we can ensure Hornby's success. Too transparent? They've already gone up by 4p since I started typing!

Or...pray that a games console developer offers to adopt one of the Hornby brands as recently occurred with Games Workshop: with a share price hike from £5 to over £20 it's a route that might appeal. If only Hornby could emulate GW marketing, enthusiasm, and customer relations I'm sure they'd be well on the way to recovery. If you've not experienced the difference visit your local hobby trader and ask their opinion of Hornby then try repeating the exercise in a Games Workshop retailer. There's certainly a future in toys if approached competently by the inspired.

I'm off to check the share prices but will return next month, potentially wealthier, with more news on solo releases due before the year end. ■



Ciao everyone and welcome to this month's edition of Forza Slot.it. I seem to have a bit more information this month as Slot.it and other manufacturers start to ramp up deliveries for Christmas. Just like buses, nothing for ages and then several all at once, nice to see but not good for the wallet!

As is the norm just lately, I was in a rush to get last month's copy out to Jeremy so I forgot to mention that as well as the release of the new Matra MS670B SICA37b (more on that later) Slot.it have released the white kit, SICA37z, of the Matra at the same time. Therefore, both are now in the shops so to speak by the time you read this. A white body kit is planned for a later release with code CS37b which will share the same chassis as the 1974 version of the Matra 670B (SICA27), chassis part No: CS27t-60.

Let's get the new spares, sold out items and other stuff from Slot.it out the way first, as follows:

Calibra V6 spare parts:

CA36a-ssd n.9 DTM/ITC Hockenheimring 1995 with SSD chip installed.

CS36p Calibra V6 spare parts.

CS36v Calibra V6 transparent parts.

CS36t-60 Calibra V6 in-line chassis.

PA77 Wheel inserts Calibra V6, BBS type for Ø15.8mm wheels (4+2).

Other parts:

CS39La B12/80 CA39a decorated in-line body
CS39v B12/80 transparent parts (LMP tear proof parts are CS22p).

CS28b1 R89C body kit "Version 2" without rear wheels carter.

CN11b Neodymium 25x8x4mm magnet (oXigen) - 2x.

CH13c In-line reverse motor mount 0.0mm offset.

Sold out items:

CH13b, MN09c, CA02za, CA19z, CA21za, CA26z, CA28z, CAR01c.

OK, now that I have caught up with last month what else has happened? Well, I did mention it was coming and with an official release date of 4th October we now have the blindingly zingy, turn the yellow colour volume down latest Nissan R90CK, SICA28e. From that you might think I'm not keen, but the in "ya face" FromA livery is one that I do like. It is the blob of car that I am not so keen on as it just looks dull, formless, shapeless and so on that I have harked on about before for this particular real life car. Nothing to do with Slot.it who have faithfully reproduced this #27 as driven by Volker Weidler (German/featured driver) and Akihiko Nakaya (Japan) for the JSPC (All Japan Sports Prototype Championship) of 1991. In the real world, the R90CK was a development of the earlier R89C car with technical and aero refinements that improved the performance and handling. The chassis was a carbon Kevlar monocoque construction that was propelled by a new Nissan V8 engine that churned out somewhere in the region of 1,100BHP! And probably well in excess of F1 cars at the same time in history. Perhaps the most striking and noticeable part of the sponsor livery, assuming your eyes can cope with the brilliance, can be found on the right hand side in that FromA is spelt backwards, as you can see in the supplied picture. This was the norm, as far as I can tell,





for all FromA liveried cars and so is not a misprint by Slot.it! Other news about this particular model is that it has a new rear wing that is a better match to the real car over previous versions which is good to know but does not get away from the boring shape in the first place! All this adds that extra bit of interest for me and my superbly executed example is already tucked up in my Slot.it cupboard with all its brother and sister cars, just to stay PC.

Maybe of more interest to the racers is that this particular chassis is suitable for in-line, sidewinder, in-line boxer and anglewinder configuration which is not the norm these days with many Slot.it models. Same goes for oXigen, Scalextric SSD and Carrera D132 chips, all can be accommodated. However, 4WD is out, but then this car was never 4WD in the real world so that should not be a distraction. Not raced a 4WD one myself in anger but there are plenty of Slot.it options to "hot up" your ride. For me, the quick on track experience of my own garage circuit proved that it was more than adequate. Magnet out of course!

Vital statistics from a direct Slot.it email (as not currently on Slot.it's website- duh!) are as follows: inline offset 0.5mm S-Can V12/4 23k rpm motor, length 146mm, height 32mm,

wheel centres 87mm, width 62mm, weight 66 grams, 9/28 pinion/gear ratio, 15.8x8.2 front and 16.5x8.2 rear rims/tyres. A basic magnet is supplied and fitted and/or a digital module (SSD, Carrera D132 or oXigen) of your choice can be installed, if desired, as well as the Slot.it suspension kit and many other mods to suit individual requirements. Bottom line, very well executed model and easy to spot at speed.

And now for the main event for this month with the official selling date of 28th September, the new Slot.it SICA37a Matra MS670 Le Mans car of 1973 as driven by Jean-Pierre (Maurice Georges) Beltoise and Francois Cevert (featured driver and both French) which is almost a completely new model. At first, or a quick glance, might lead you to believe that it is the same (apart from the race number) as the previously released SICA27a/b cars but there some significant detail changes that hopefully you will be able to spot in one of the pictures? If not let me explain. First off, it is the long tail version but that is where my comparison ends at the moment. Why, errr slight admission here is that I thought I had one on pre-order and by the time I realised it was not then all my regular purveyors of slotcars and slot related stuff had sold out, duhhhhh! Being away on business most of the last couple of months did not help⇒⇒



otherwise I may have noticed earlier. Ho hum, it appears that Gaugemaster and the dealers were also caught out with the demand for this car as many are now waiting to be restocked. Should only be a couple of weeks, (my car is now on order with a dealer) but either way my review will not be in this month's Journal! Mind you, being as most dealers have sold out, you the buying public (like me) have already decided to buy one so I probably don't need to review it anyway? I'll let you know what I think next month then eh, assuming I get mine and have some spare time to write about it! Ah well.

Another Slot.it model that I was expecting to be out by now is the Le Mans Winners Series SI-CW20 Rothmans Porsche 962C #17 that won Le Mans in 1987. I've checked! And I definitely have this one on pre-order so I'm hoping it will turn up soon, complete with all livery logos present and correct as I mentioned last month. Time will tell I guess?

So what's coming for next year from Slot.it? Terry has kindly sent me a list of what is expected so far. Information on new tooling for 2018 will possibly be held back for release at the Toy Fair in January. Just a reminder, if the reference number has an A suffix, it is first of that body type to be released. So while the Alfa 155 has been released before it has alterations to the bodywork (for 1994/5/6 seasons) hence why it becomes a new reference with an A suffix. Slot.it announced 2018 releases so far are as follow:

Q1 2018:

SI-CA23e Porsche 911 GT1 Evo 98 #7 in

the fabulous Mobil Warsteiner livery. Seldom has such a plain livery looked so good on a mainly all white car. Check out SI-CA23d which is in IBM Mobil colours for something very similar. The Warsteiner livery is better = must have for me.

SI-CW20 Porsche 962C 85 #17 1st Le Mans 1987. Hurry up and turn up please!

SI-CA10L McLaren F1 GTR #27 FIA GT Donington 1997. Something to match this month's searing yellow of the From A Nissan suit you sir? Look no further than the next McLaren F1-GTR as raced at Donington #27 car. Love McLarens, but like a couple of other of these yet to be released cars I am not sure if this one will make my collection yet.

SI-CA08f Lancia LC2 #6 Brands Hatch 1984 in Martini livery sure looks fab! It will sell out quickly in my opinion. Pre-order now or maybe lose out?

SI-CA05f Nissan R390 GT1 #21, Test car Le Mans 1997 in all black. Not the most exciting of cars I must say but a bit sinister in all the black test livery.

Q2 2018:

SI-CA40a Alfa Romeo 155 DTM/ITC Martini #8 Avus Ring 1995 Another Alfa Romeo 155Ti in the stupendous Martini livery. Need I say more, looks and livery alone will see this one sail off the shelves and a sure fire pre-order in everyone's books?

SI-CA39b Lola B12/80 in Gulf livery #29 from the 24h Le Mans 2012. Another Lola B12/80 in Gulf livery. Flying off the shelves already like all the other Gulf liveried cars no doubt!

SI-CW14 Audi R18 E-tron #1, Winner 24h Le Mans 2012. It's in the Winners series so I must/will have to buy it as I have the whole series so far, BUT the Audi R18 LM12 will not have me ripping the posties arm off to open the box and inspect the contents with glee. More a sign or resignation to the mediocre. Please remember, not Slot.it's fault, blame the real designers!

Q3 2018:

SI-CA31c Lola Aston Martin Gulf livery #008 from 24h Le Mans 2009. Ahh, another Gulf livery so I predict it will sell out very quickly, just like all the others!

SI-CA35c Alfa Romeo 155 DTM #14 from Donington 1994 in the TV Spielfilm livery. Mainly in the gorgeous Alfa red with white sponsor logos/livery, looks fab, great in the slot a must have!

SI-CA36c Opel Calibra DTM/ITC #2 Avus Ring 1995 in the DTM Hasseroder Old Spice livery. The real car pictures look interesting and quite hard to do and I am of an age when I remember the Old Spice adverts that used to be on TV. The Slot.it DTM cars have proved to be a bit of a revelation so far so one of the ones to go for, but when will Slot.it do a Mercedes from the same era?

SI-CA25f Porsche 962 IMSA #1 Sebring

1988 in Copenhagen livery. IMSA spec body so might not bother with this one but the mainly black livery is quite nice and it is a Porsche, hmmm tricky?

Q4 2018:

SI-CA45a Alfa Romeo 155 ITC Bosch #19 Silverstone from 1996. Yet another Alfa Romeo 155Ti but this time in all white with Bosch livery, with red and grey bits. For me the colour/livery does not suit the car so may not get the attention or sales it deserves?

SI-CW21 Matra 670B #11, Winner 24h Le Mans 1973. Part of the Le Mans Winners series. Limited Edition, obviously, and would go very nicely with the new #10 SICA37a from the same race that I failed to order this month! Now let me see, shall I order it now or forget again? Judging by sales of the latest MS670B then this is a must for a pre-order from your favourite retailer.

But, don't go spending all your money too soon as we have several models still to be released this year, they are as follows:

End-October: CA39a Lola and CA21f Lancia.

November: CA33b Audi and CAR04b March Policar - Jackie Stewart.

December: CA38a Audi and CA36b Calibra.

Well I have a little space for Policar this month and, not mentioned above, but I believe⇒⇒



the next of the fabulous classic F1 cars to be released will be CAR02e Lotus 72 #29 Lucky Strike liveried car as driven at the Brands Hatch GP of 1972. The driver on this day in history was one Dave Charlton (South African but born in Brotton, Yorkshire) who competed in 13 World Championship Formula One Grands Prix starting with the South African GP of 1965. However, I must admit I had to look him up on the web as I had never heard of him! Having said that, the car itself does look very striking (pun intended!) and may well end up in my collection as these classic F1 Policars are an absolute delight to hack round the slot black top and superb models on their own merits, as I have reported in these pages before. As for the March 701 CAR04b #1 as driven by the now Sir Jackie Stewart at Jarama in 1970, which is definitely on my radar, then I believe that this should be in the shops before Christmas after the afore mentioned Lotus.

Just to finish up for this month. Do you have an oXigen setup at your club or home layout? If so please read on. I received this email on the 18th October so I have copied it in its entirety (complete with web links) as for those who have the oXigen system (and have not heard/or aware of this information) then you may want to do the upgrade:

“Good morning, Here below a new important oXigen upgrade! New oXigen firmware released. This is a **VERY IMPORTANT UPGRADE** for Dongle AND Controllers, <http://www.slot.it/Download/oXigen/Firmware/firmware-latest.zip>. BOTH Dongle AND Controllers **MUST** be upgraded (actually, things may work if you don't, but with no guarantee whatsoever.) What's new? Dongle rel. 2.14 vs 2.30.

1 - each packet from the dongle to the controller is resent if the first one isn't answered to. Controller rel 2.26 vs 2.30.

1 - receiving end modified to handle point 1 above.

2 - much improved synchronization on both frequencies.

3 - we have **REMOVED** the possibility to select system type from the controller as it caused a lot of confusion as racers tried inadvertently to

change ID by pressing all buttons rather than two.

Much work has gone into making sure that the connection between dongle and SCPs is as robust as it can be and we're very happy of the way the system behaves now. The aforementioned link is now much, much more reliable: not only more stable, but we've also doubled the number of packets exchanged, which means it's less prone to be influenced by external 2.4 GHz sources. It works even if one of the two frequencies is totally jammed. It is our belief now that quite a few car issues were in fact caused by communication issues between the controller and the dongle. For the user, this means that the SCPs pick up the ball quickly and (take it with a pinch of salt of course) never drop it, in normal and even harsh conditions. Lap counting and timing, pit lane detection, and all data transfer happens more quickly. In other words you should end up with a better, more stable, and more responsive environment. We're working with Martin or RCS02 to fix one small compression issue which is preventing the Bootloader from automatically recognizing the new firmware, however, the files can be found at this link <http://www.slot.it/Download/oXigen/Firmware/firmware-latest.zip> and can be used already ROADMAP for the next few days/ weeks.

- Fix a bug in the ARC PRO firmware.
 - Upgrade ARC PRO firmware to the same 2.30 specs.
 - Revise Car firmware (it will require a new controller firmware).
 - Roll out Type C and SCP3.
- <http://www.slot.it/Down.../oXigen/Firmware/firmware-latest.zip>.

Kind regards

Slot.it Sales Staff”

Well, that's all for this month from me but maybe next month I will have more news and a nice Matra review to bring you – who knows?

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





Welcome to the November 2017 Carrera Corner. We have news of three new 1:32 scale Evolution cars and two new sets available in time for Christmas.

First up is CA27550 a Porsche 911 Carrera S Cabriolet, race number 38, finished in blue with gold rims. This is another version of the 911, probably the best known model from Porsche which of course, features a rear mounted engine.



Following on is CA27558 a Ferrari 488 GT3 Af Corse, race number 68 finished in traditional Ferrari red. This is the car as driven by Alessandro Pier Guidi and Daniel Serra.



Finally we have CA27561 being the Ford Capri Zakspeed Turbo, race number 01, finished in black.



In the 1970s and 1980s the Zakspeed racing stable featured the Group 5 Ford Capri Zakspeed Turbo in a red and white livery which competed for the German Racing Championship. The car was based on the MKIII production model. The 1.4-litre turbo engine gives an output of approximately 600PS/591.79 hp and due to its lightweight construction and excellent aerodynamics the team recorded several successes.



These three models should be available from your favourite supplier, by the time you read this, for around £33.00.

weatherproof stainless steel rails, anti-warp material and a track lock system. The set includes 8 metres of track and the Mercedes AMG SLS GT3 race number 33, Hankook 12 hours Zandvoort in the Martini Racing livery, and the green Audi R8 LMS “Yaco Racing, number.16”, 2015. This impressive set will cost around £450:00.

The prices I have quoted above are based on



We also have a couple of new sets. The “Most Wanted” set, CA25228, contains: 5.3 metres of track forming an extended figure of 8 with flyover, two 1/32 scale cars (a Mustang GT and a Camaro Police car with flashing lights), a mains adaptor and hand controllers. This set will cost around £142:00. The “Race of Victory” set, CA23621, is a 1/24 digital set which features: lane change, wireless controllers,





my research on the internet at the time of writing. You may find the product cheaper elsewhere.

I hope to have 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. ■



Welcome to Fly on the Wall for November, we have exciting news of some very rare Porsches.

Along with the two Renault 5 Maxi Turbo rally cars already announced, we now have news of a special commission for the Porsche Owners Club of Singapore, based on a 911 (reference SLW044-02P). This will be scarce, as you can imagine, so if you are a collector of Porsche, try and source one as soon as you can!



At Gaydon earlier this year Rafael Barrios Jnr. showed Terry his ground-breaking plan of making limited (and more unusual) models using resin bodies on existing Fly/Slotwings chassis. While the project was mainly focused on 1970's



F1 cars using the excellent March/Brabham underpinnings, he hinted that the first release would be the Porsche 917K. The model chosen was the 1971 Le Mans test cars with fins and snorkel intake which also featured additional air vents to previous 917Ks. There were two cars at the test, a plain white one that would become finished in Martini colours as driven by Vic Elford and a full Gulf liveried car driven by Derek Bell, Jackie Oliver and Jo Siffert. Rafael has decided to release these exclusive, once only, models as a two car set in a presentation box.





Make no mistake these will be very expensive, but will also be very rare with just 65 units being available for worldwide sales. If you have not got one on order already with your favourite dealer, it is doubtful that you will now be able to order one, but it is always worth a try!

We also have pictures of a couple of new releases: Fly 036107 is a red Porsche 911, race number 37, which won the 1969 Monte Carlo Rally as driven by Björn Waldegård and Lars Helmer. We mentioned this model last month. We also have a BMW M3 E30 Rallye Tour De Course 1987, race number 10, in Rothmans



colours. This is the car as driven by Bernard Beguin and Jean Jacques Lenne. This BMW from Slotwings, has the reference number W038-01. Both models should be available now from your favourite supplier for around £40.00.

I hope to have some exciting F1 news for the next issue. Thanks to Terry Smith, Brand Manager, Gaugemaster Controls Ltd. for his help in compiling this column. In the meantime, see www.gaugemaster.com or follow Flyslotcars on Facebook or visit www.flyslotcars.com. ■



Well, it's all been very exciting these last few weeks in our house. Last Saturday our son Richard got married to his fiancé Inés who as some of you know comes from Spain. Some of you will remember Richard from the Hornby Ramsgate Weekend a few years ago and the visit to team Lotus last year. He a collector in his own right but now of course he is currently busy with other aspects of his life. Work, marriage and real cars seem to have taken over. I think we have all been there, I guess.

As you can imagine the big event involved a good deal of running around and planning. We also had the pleasure of Inés's parents staying with us for a week together with other members of her family. Barbara's language skills proving extremely useful, not to mention my own very skilful use of Google translate. Needless to say we all got on famously and had a really great time

Naturally the TR6 was washed and scrubbed up for the big day with a white ribbon attached to its bonnet. It looked splendid with the Bride and Groom as it drove away from the church.

Later at the reception I got speaking to one of Richard's friends from University who he had shared a house with in Nottingham. It turns out that he and his girlfriend now work for McLaren

at Woking. Well, you can imagine how the rest of the conversation went with some interesting insights into McLaren and naturally it wasn't too long before the conversation turned to Scalextric and slotcars. However, more about that another time.

Leeds Swapmeet

A couple of weeks before the wedding on the 8th October 2017 the Leeds Swapmeet took place once again at Rothwell Sport Centre. Now in its third year back in its traditional home this is an event that just keeps growing and growing. More tables had to be ordered this year due to the demand. With forty tables booked for the event there was a good cross section of members table, regulars and dealers tables (who are also members of course) such as Roger Barker, Mark Scale, Sean Fothergill, Phil Smith and Steve Cannon. It was also nice to see Adrian Norman together with Thera and Michel from the Dutch SLN club at Leeds for the first time.

Doors opened at 10am and the hall was soon buzzing with people. People of a certain age with carrier bags hunched over tables and one or two ladies looking for their husbands. Brisk sales to members attending the event of the twin pack took place and I have to say in my opinion the two Formula one cars looked stunning in their NSCC markings.

I added the twin pack to my collection along with some other purchases throughout the day. Dave Harkin had a large selection of Scalextric shop advertising on his table some of which I managed to buy. At the end of the event the shop boards that Dave didn't manage to sell he





kindly donated to the Club for Ramsgate so if you are coming to the weekend look out for them in either the raffle or the auction.



What was interesting was the high percentage of non-members who attended the swapmeet which shows the potential to grow the event each year and attract new members to the Club. Overall another excellent Leeds Northern swapmeet with the date for next year's event being Sunday 7th October 2018. So, put the date in your diary now.



IFSCC Race Meeting A1 Slot Cars

On the Saturday before the Leeds swapmeet the first International Federation of Slot Car Clubs race event took place at A1 Slot Cars Sutton-On-Trent courtesy of Roger Barker. Around

thirty members of the NSCC, SLN and Viking Slot car clubs took part in a terrific days racing on the superb wooden slot car track at A1 Slot Cars.

Despite my obvious inability to stay on the track, once the track and the cars were bedded in we were all treated to a great days racing and guess what I actually won a race. No, not the overall competition but a heat. We will get there eventually. The overall race winner was Shaun Bennett our Treasurer. So, many congratulations to Shaun and many thanks to Thera from the SLN and Adrian Norman who did most of the organising and race management on the day.

In order to commemorate the event a limited edition IFSCC car was available for purchase by participants. One for the collector as only thirty of these cars were produced, a McLaren P1 in a wonderful metallic burgundy colour with the IFSCC logo tampo printed on the car.

Everybody attending had a really great time and I would like to thank Roger for his hospitality and support for the NSCC, SLN and IFSCC by providing the use of his premises and truly wonderful track.

NSCC/ Hornby Ramsgate Weekend 2017

The next Club event will be the NSCC/Hornby Ramsgate Weekend 2017 which I will be attending. Always a great weekend and one of the highlights of my calendar and if you have never been to the it you should. It once more promises to a great weekend.

We have the usual team racing on both Analogue and Digital tracks, an auction of rare items donated by Hornby and the Club, a group visit to the Visitors Centre and a toy fair also, a presentation by Hornby on the forthcoming Scalextric range and other things plus of course the main Saturday meal and raffle to all look forward to.

If you are coming along I look forward to seeing you there and if not, maybe I will see you at UK Festive Slot Car Market in Coventry in December.

Anyway, that's all for now until next time.■

COLLECTOR'S CORNER

BY MARTIN HEAPS



Hi all, its been an interesting month in the world of slotscars, and enjoyed seeing people at the Northern swapmeet.

Talking about the Northern swapmeet, I saw two very interesting cars.



They are two of six cars that had been produced for a potential Robot Wars production.

So different and look ace in their pre production state, might have been an interesting addition if they had gone ahead? Anyway thought you'd like to see them.

Superb looking Wheels! Not sure how well it would have gone round the track and think parts might have been flying off, but would have been fun!

The next thing I saw this month was a very



interesting building on eBay with these very rare round speakers, if your on the look out for a rare building keep an eye open for one of these with the round speakers.



While on the subject of rare buildings one of the people standing at the Northern swapmeet





had this very rare and boxed French red roofed Entrance Building. What great looking thing and very hard to find!

Notice the Scalextric logo in Red, normally in blue in the UK and even the sticker on the back of the building is in French.

I also saw this at the Northern swapmeet a Lemon colour C54 Lotus. This is certainly a colour to look out for when at swapmeets.

The colour is quite rare and sometimes goes unnoticed until you maybe see it against a normal yellow one.



Next up is the new Mad Max car C3983, from a collecting note, make sure you get your hands on one of these as they are going to sell out fast, actually as of the time of writing this Scalextric.com had no stock but you can input your email address for them to notify you of stock, when it arrives.



This car is a must for any collection, its popularity is mainly down to the first one being a total sell out and plus its not only slotcar collectors that will buy it, also movie memorabilia people will look to acquire the car.

Great looking car Scalextric have really got a winner here and done a superb job with the paint work, well done!

That's it for this month, and hope you enjoyed seeing some great items from the Northern swapmeet. Already working on next month's article so until then bye for now. ■





Welcome to another Sideways update. In August I reported the release of the EMKA British Racing Green Ferrari 512BB reference SW51A. Another version is scheduled for release.



The car raced at Le Mans in 1980 but around 11pm suffered a catastrophic puncture that severely damaged the rear body work and limped back to the pits. Sportingly, the Scuderia Supercar Bellancourt team lent EMKA their rear bodywork. It took an hour and half to replace the bodywork on the EMKA, which



then rejoined the race running in a patched up green/red livery. The model reference is SW51B and the production run is very limited.



Sideways are also scheduled to release a new model as a white kit. Well, it's not really a new model but the Lamborghini Huracan GT3, which has been in the offing for several months. Cryptically, Sideways refer to the model as LB H GT3 and the reference appears to be SWCAR/01K. I have no information on the running gear but I suspect the motor will be one of the new Raptor motors either 21,400rpm or 17,000rpm. Different chassis may well be available. I checked the Pattos Place website and there are several liveries available, my favourite being described as the Git livery.

I am sure there will be more Sideways news soon, if so I will report as and when I receive any further updates. ■

Fred Francis Close

By Robert Learmouth

Our historical work to preserve the memory of Minimodels in Havant, home of 1960s Scalextric production, received notice of a very welcome recognition in early August. Portsmouth City Council contacted me and advised they would be naming a new housing development 'Fred Francis Close' in honour of 'The Man Who Invented Scalextric'. And could I help with the promotion and turf cutting ceremony?

Well I certainly could and I spent the next few weeks providing historical details, making suggestions for the ceremony and liaising with the Francis Family who were going to be guests of honour. Top of the wants list for the council (after the Francis Family) was a Scalextric circuit which Paul Atkins kindly set-up and ran on the day.

The ceremony took place on Monday 16th October 2017. There were two parts. A session held at the neighbouring school where Paul had set-up a circuit and the council leaders did their speeches and TV interviews. The council leader decided the fact the 2nd (Triang built Fulflood

Road) factory 200 yards away wasn't romanticised enough and announced to the world that the site was where Fred built his original factory, that's a mile or so away in New Lane. The housing site was only ever a field. Never mind! Sounded good on TV!

Hornby had donated three sets to the event. And Paul ran a timed raced event for a couple of dozen lucky pupils. The first prize winner received a nice large set presented from Mrs. Francis herself.

We then moved next door to the building site and took up residence in the very plush site portacabin. There were sandwiches and more interviews, this time for the local radio station. I did an interview as did one of the former Minimodels employees but sadly the historical stuff never made it onto the radio and the slot it was broadcast on became a politicised piece about local housing. Never mind! The sandwiches were good and I did a lot of talking to the Francis Family and council officials, lobbying for a Minimodels Way, honest!

Then we went outside for the turf cutting⇒⇒



Diana Francis, wife of Fred stands proudly by a road sign with the Fred Francis Close name. The main road sign won't arrive until much later down the development timeline



The wider Fred Francis family with the council leader responsible for housing. The pull-up banner in the background shows Fred at the turf cutting ceremony of New Lane in 1954



ceremony itself. Lots of pictures and lots of happy faces. This was clearly a show-piece development for the council and the Francis Family were delighted to see Fred honoured. Everyone seemed very happy.



100 black 'Fred Francis Close' Escorts

In connection with the naming we produced a black 'Fred Francis Close' Escort released for the first time at Havant Scalextric Swapmeet. A limited run of 100 cars which sold out on the day at the swapmeet.

And to mark the occasion of the ceremony itself we produced 5 very special white 'Fred Francis Close' Escorts for the Francis Family. The rest of the 25 cars are being made available to collectors to further remember a special day which meant a lot to me following 4 years of historical work and giving new life to the Minimodels and Fred Francis story. ■



25 white 'Fred Francis Close' Escorts



With the clocks having gone back a couple of weekends ago, then “we’ve all had the extra hour in bed” as they say, but those who know me well, will know that I have that most days, especially when it’s a swapmeet day, hence I’m never there early!

So, “on with the show” as they also say, and at least I’ll have an extra hour to do the next one then as the copy date was just a little too early for me to benefit from it for this one unfortunately and with various distractions then eBay Nigel almost did his before I’d done mine this time!

Latest News From Amato Chassis Design

If you went to the Leeds Swapmeet last month, then these shots may well look strangely familiar to you as this is Angelo together with his son George, manning their stall on the day, and having asked Angelo what he thought about the experience he very kindly replied with the following few lines for me:



Hi Graham, I have actually been to the Leeds event for the last two years and have been looking forward to this year’s event for ages, as it is a great little gathering and gives us all something to do during the pending winter months and with the nights’ drawing in.

It was a very good turnout by traders and visitors alike, good value for money at £1 and lots of slotcars per square metre!

Loads of old and new cars were for sale, and the event was supported by some of the top traders in the



slotcar world (e.g. Pendle Slot Racing, Scale Models, Roger Barker to name but some), which for a small event is pretty impressive I think.

I was particularly looking forward to this one as I was going to exhibit my wares that I have been working on for the last 12 months, which as Graham said last month, are my 3D printed chassis' for old and new slotcars.

I'm not a natural born trader but I was made very welcome by the NSCC Chairman and was shown to my 'plot' and then it was simply a matter of setting up and waiting for the doors to open.

I had plenty of assistance, and my son George was tasked with the sales of any second hand items I had and no longer needed, with the deal that he could keep the proceeds, which he did and unfortunately for me, he actually sold more than me with my new items!

It was very enjoyable talking to fellow enthusiasts regarding my creations, with interest being shown for the revival of the classic models such as the Scalextric Rover SD1 and TR7.



The Mini sparked peoples interest too, no doubt reminiscent of childhood days!

I have to confess to spending more than I had earned, which is probably not a surprise, and is also not hard to do, on a couple of cars.

The day seemed over way too quickly and before you knew it, it was time to pack up, but all in all a great day out and I am now looking forward to the 2018 one!

So, sounds like it was a great event from what Angelo says, and a very good "launch pad" for his custom designed chassis also, and I am also very impressed by the rapid rate of progress that Angelo is making in this venture as it seems like he comes up with a new chassis almost every week at the moment, a feat that I cannot keep up with at all, but I have been beavering away in the background on that Mini that I mentioned last month, and mainly with the intent to actually "do something" that I can put in the Journal this month rather than keep saying "I've started, but not yet finished", so here it is, that red Mini Clubman that I showed you last month has now been transformed into this! And no doubt you either love it or hate it!



But I love it, as yet again, as soon as you spray it in grey primer it just “comes to life”, but as you can hopefully see from the photos it’s been a bit of an adventure which looked as though it was going “pear shaped” at times, but after several hours of drilling, sanding, adding Milliput, sanding, adding more Milliput, sanding, adding model filler and spraying a couple of times then it’s “good enough” to take a mould off it I reckon, so when it’s teamed up with Angelo’s chassis then it should be one great little slotcar we reckon and if you think that it’s a little bit too wide, at least when it’s made in resin then you’ll be able to sand the arches back very easily if you wanted to.



So, what else has Angelo been up to then whilst I’ve been working on the Mini then I hear you ask? Well, how about this for a start, it’s a twin engine, 4WD capable chassis that can also be made to run as FWD also, so that’s got to be a bit of a first I reckon, well at least in modern times anyway, so, if you’ve ever wanted to try a proper front wheel drive car or a twin engined one then here is the perfect bit of kit to enable that from Angelo’s R&D Office, and as he can “stretch” the length of the chassis very easily then he can tailor this to then length that you would need if you ask him nicely.



And then there is this little one that is designed to upgrade the George Turner A35 into a Slot.it powered monster, and I’ve actually got a couple of those that I will run with the original chassis, well one is running, whereas the other is just painted at the moment, but for anyone wanting to “go large” then this has got to be the perfect solution I reckon.



Angelo has also “gone large” by doing a 1/24 compatible chassis as well for that rather nice Tamiya Mini that has been around for ages, you may remember that I’ve (STILL!) got a “partly built” one that uses a Hornby Mondeo chassis and standard 19x10 wheels and tyres as they are just perfect, so again, for anyone who wants to upgrade them or maybe even create a new⇒⇒



Club class in today's "everybody wants to race Slot.it parts" world, then this is the most simplest way to achieve that, and because they are no wider than a 1/32 GT car etc. then there is no problem fitting them onto your track either.

Angelo hasn't stopped there either, remember the 1970's Scalextric F1 cars that we still race here at Bearwood, well Angelo has also designed a few chassis to go under those as well, and my good friend and NSCC member Marc Abbott of Slot Car Magazine has been building some of them for a feature on Angelo in that publication pretty soon, so I won't spoil his thunder by using the pictures of them that he sent me to drool over so instead I'll show you a picture of the one for the Ferrari that Marc will now be drooling over (!) as it's one of his favourite cars apparently!



You can even get one for the Scaleauto Honda HSV 910 from Angelo, in case your car doesn't go as fast as you'd want it to in standard form!

Right, if you're still reading this then I guess that I'd better draw the line now on this bit as I



also need to mention everyone else that I normally do this month as well, and at the rate that I'm going at the moment, then there simply won't be enough room, but I must just say this bit before I do stop, if what I've been raving on about does actually appeal to you then we are both aiming to be at the forthcoming "Coventry Swapmeet" (otherwise known as the "UK Festive Slot Car Market 2017" if you want to see more about it on Facebook or Google etc.) and the plan is that Angelo will have loads of his chassis for sale and I'm also going to cast a few of the Escort and Mini (well, it is rather wide) bodysells as well so that anyone who wants to, can just simply mate the two together and spray it and then race it as easily as possible, so hopefully that is just what the Doctor ordered then, as they say.

Teamslot News

I know there have been many versions of the Audi Quattro over the years, but this has got to surely be one of the best, if not the best? For whatever reason the Rothmans cars always seem to look good, don't they, and I even managed to complete this one a couple of years ago now on a GOM Alfa GTV that I bought when they first





came out in plain yellow and then realised that it was too plain, so with some Teamslot decals then I came up with this.

Mitoos News

For the racers out there then Mitoos have just launched a few more motors that will no doubt fit many cars once you start looking at them.



Falcon Slot News

I've also got some very nice close ups of the new JPS Falcon Slot Porsche 924 off my good friend Steve Wright of Staffs Slot Cars so if you haven't ordered one already then maybe you ought to as it does look rather nice I think.



Chase Cars News

Next on the list are Gareth's activities, and he has a bit of surprising news to tell about his UFO cars, together with an update on the Italian job bus that he does, and no, before you ask, he's not doing a version of it as a mobile chip shop like some 1960s and '70s buses ended up being converted into, although that would bring an entirely new meaning to the phrase "chipping it" for our Digital racing friends:

Hi Graham,

This is something unusual for scratchbuild manufacturers like me, in that I've actually been selling ➡



some stuff recently! The UFO cars have been selling like hot cakes but to sci-fi model makers rather than slotcar builders. The bodyshell kits are selling well and a few people have also asked me for a simple chassis, so in response to that I've now designed a full interior with a tube to locate a rear axle and a way to fix my PCS32 steering at the front.

I make Col. Foster's car in 1:43 to go alongside the Dinky toy of Straker's car. It would take a fair amount of engineering, but the lure of the money from the sci-fi fans is strong!

It's nice to have something that's paid for itself which means I'm full speed ahead on the DeLorean. The bodyshell looks good but the wheels and tyres are an issue, I need tyres that are suitably high profile and treaded too but the wheels are quite large diameter. I normally use Ninco Classics, or actually the Ortmann tyres sold by RS Slot Racing but for the DeLorean I thought that the tyres from the Scalextric Starsky and Hutch car would look good. The wheels need to be quite big to fill out the arches so I'm making 3D printed ones that will have the correct spoke arrangement and will fit directly to the axles. From a builder's point of view it's much easier than fitting resin inserts to a wheel and it allows me much more freedom to have the diameter and width of wheel that I want.

Now might be a good time to tell you what goes into creating a resin slotcar, why it takes some of us so long



and why those who can churn them out quickly are nothing short of miracle workers. The bodyshell is done so you might think we're nearly there, but once the 3D printed wheels arrive I can get some tyres on and then fit the chassis in the right place, from there I can position the body mounts and then it's ready to have a silicone mould made. When the silicone mould is done and been debugged to make sure that it's vented properly so that it fills without any air bubbles, then the resin shell can be used to create a template for the vac form windows and interior. Then it's just a matter of building it up, painting it and writing the assembly instructions to be published on the website - phew!

There are graphics to create too, the OUTATIME number plate is pretty simple compared to the graphics on some of my cars but they still need to be drawn up and printed as waterslides. I wouldn't want to put anyone off from making their own car, in fact I would definitely encourage it. While the work isn't necessarily complicated, it certainly isn't quick.



Finally, some progress on another of my resin castings; I made this Italian Job coach about a year ago as a 3D printed bodyshell. It worked really well and is enormous fun to drive. However it's quite pricey so with a huge amount of work I've got this resin cast version, which will be available soon. More details when the doors, floor pan and ramp get a bit further!

Regards,
Gareth

Uuummm, that's a bit of an unexpected bonus then, isn't it, but there again, there are loads of James Bond collectors who buy the Scalextric stuff, and you may have recently seen that there was a specialist auction of 007 stuff at Aston's Auction House in Dudley, which was

the venue for a couple of swapmeets you may also recall a few years ago if you think that the name sounds familiar, and even though it was on my doorstep I didn't really get there that early either! You can read more about it here in the Express & Star (it's our local paper) article if you follow this link : <https://www.expressandstar.com/top-stories/homepage/2017/09/19/james-bonds-gun-fetches-4300-at-dudley-auction/>.

It's also good news for the Italian Job bus then as well from Gareth as my desire to get one of these keeps increasing, so if the price is going to drop then that's got to be good news for most, if not all people, and has made me think that it has to be done for certain, after all, I already have three Minis to go in it, so that's saved me some money already, hasn't it (Just don't tell anybody that I bought two of them especially, OK)?

AA Bodies "Le Monstre" Thingy

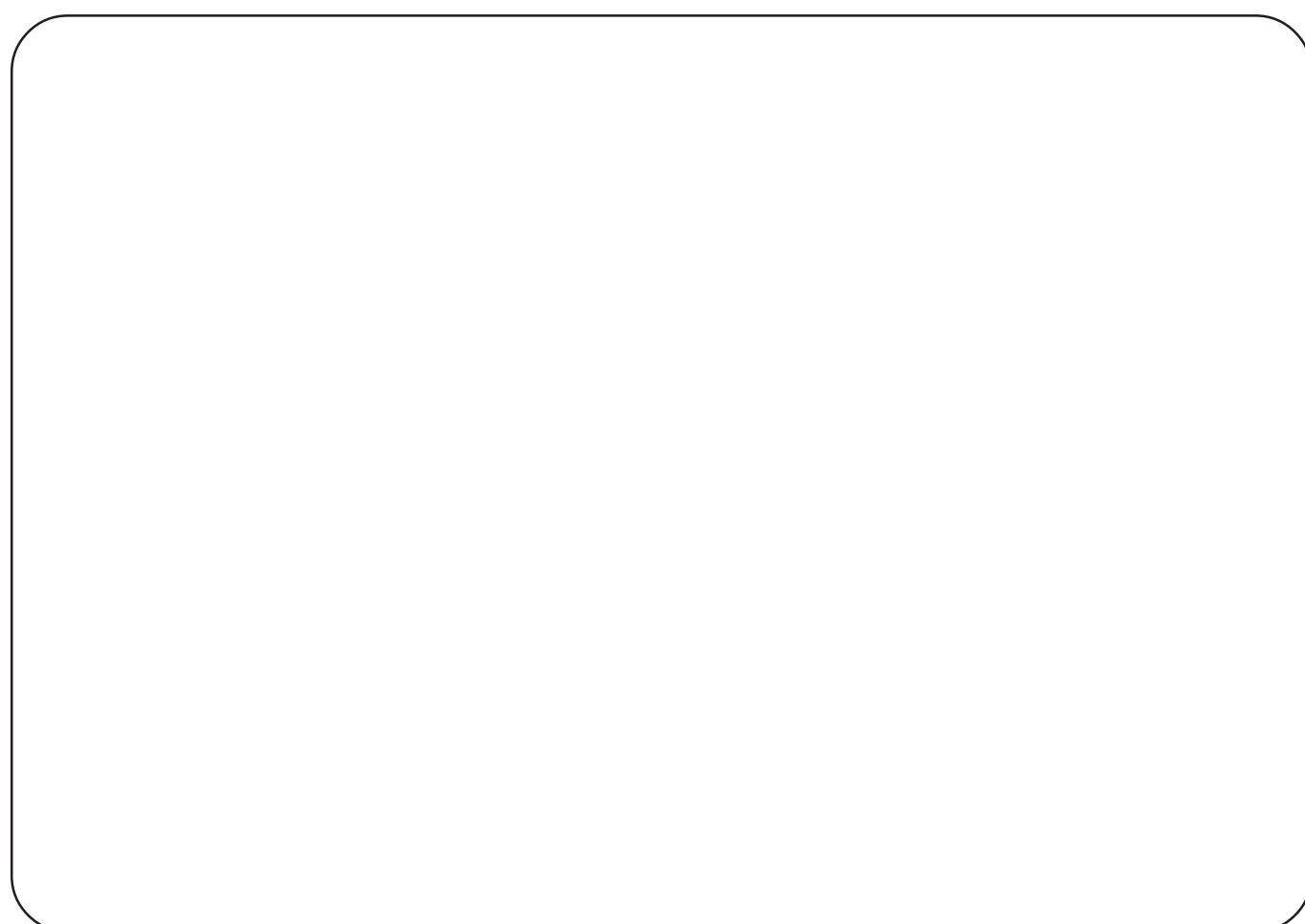
OK, I know it's not a proper "thingy", but it sure looks like that it could well have been one? And it's also got a "Mini-Monstre" sibling now as



well as David has ended up making a HO version of it for one of his friends, so it's a pity that it wasn't from the '60s as the "Mini Me" thing would have been quite appropriate, isn't that right, Austin? So, here is the finished article, as painted by the chap who the HO version is for, and jolly nice it looks too I think. And you can't see the tank tracks at all, can you?

George Turner News

With George's Website and Facebook pages revealing that there isn't actually much to say at the moment then I'm wondering if he's gone⇒





Paul” Blows a speedy recovery from his recent illness, and look forward to seeing you at Coventry and I am sure many of the other NSCC Club members also wish him all the best and hope he gets well soon. ■

on holiday to be honest, so in order to keep you all up to date then I've perused said pages and can report as follows with: In order to bring various cars to the market then he's currently waiting (but this is just as I'm writing this obviously, so by the time you read this the situation will have probably sorted itself out) for the decals to arrive, as he says here:

Sorry for the lack of news lately but our new decal sheet will not be with us for another week at least, so we currently have a large backlog of models to release. The standard Ford Pop is done, the widened Hot Rod Pop is done, the Archie Scott Brown Lister Jaguar is done, the Holden Efigy is done and the Chevy Fire Truck is also done.

We also have the Texaco tanker decals, Lister Jaguar Cunningham Sebring decals, plus the Ecurie Ecosse Lister decals and a few others to come that I cannot remember and I am now very bored, but if you want to pre order any model please do!

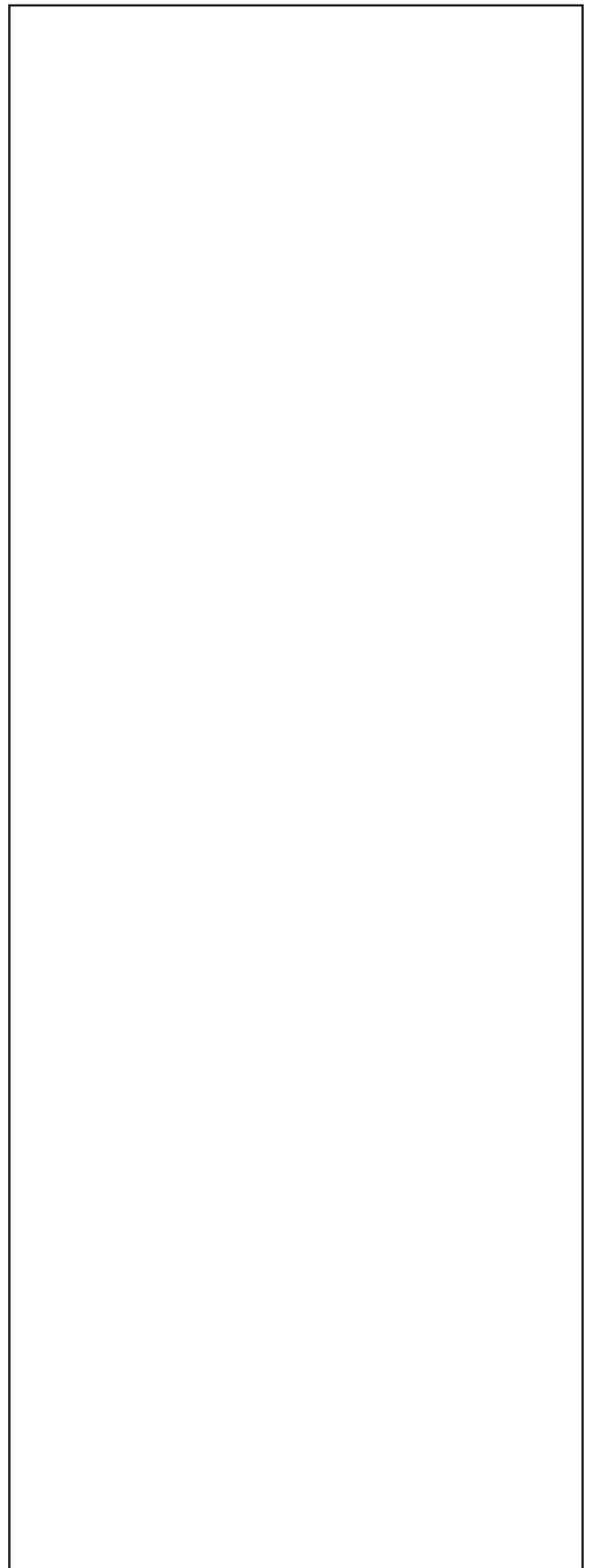
And there's also a very interesting sub-section appeared on the website as you can read below:

We will be putting a new section on the car page called "Junkyard Relics", and these will be ready to run, one off models of imagined, un-restored cars, but I'd like to point out that I will not be making these to order but will instead make a couple of models a month if they are proving popular.

So, George strikes again then I reckon, but you'd better get in rather fast if you want one of these as the original couple sold in the blink of an eye I think. Or you can always go for one of mine?

And Finally

I'd just like to wish my old mate "Scrapyard



Vis for Vale, Valiente, Vanden Plas, Vanwall, Vaughan, Vauxhall, VAZ, Vector, Vector Enterprises, Vega, Velie, Velox, Veritas, Vermorel, Veronac, Vespa, Vetta Ventura, Veyrat, Victress, Vignale, Viking, Viking Cars, Vincent, Vindicator, Vinland, Viscount Motors, VM, Voisin, Volkswagen, Volkswagen-Porsche, Volvo, Voodoo and Vopard.

The Vale Engineering Company launched their London made Sports cars in 1932. Vale cars looked similar to Alfa Romeos, and had tuned Triumph 832cc engines, until replaced by 1,100cc Coventry Climax or 12,500cc Meadows units. Vales were expensive though, costing almost double the cost of a Morgan, and the Company was dissolved in 1936.



Valiente cars appeared in the USA in 1981, with a retro fibreglass body coupled to a 7.5 Litre Lincoln V8 engine, necessitating a long bonnet. Guillaume Vanden Plas and his sons were Brussels coachbuilders employing 850 people by 1913. Vanden Plas (England) Ltd. were the British importers, while also building Belgian bodies under licence and producing coachwork for Bentley too. After building wooden framed Mosquito fighter-bombers, the Company was signed up to Austin in 1946 to build prestigious models for



them, such as the four litre Princess of 1959 to 1964. Special Vanden Plas editions of lesser models such as the Allegro 1500, also appeared. This continued until 1980, with a larger radiator grill and wood and leather interior trim.

Tony Vandervell left BRM, after being frustrated by “management by committee” during the early days of the Team, and bought some Ferrari Formula One cars, which he modified and called ‘Thinwall Specials’ to publicise his Thinwall Bearings Company, the products of which had been used by Ferrari and other teams to make their engines more efficient. In 1955 he launched his own Vanwall cars, which were to later benefit from aerodynamic styling by Frank Costin and chassis development by Colin Chapman. This resulted in Vanwalls being the fastest Formula One car in 1957. Tony Brooks and Stirling Moss brought the car into first place in the 1957 British Grand Prix at Aintree, and ➡



gained six further wins in 1958, together with the Constructor's Championship. The season came to a tragic end though, when Vanwall driver Stuart Lewis-Evans crashed in Morocco, receiving fatal burns. Tony Vandervell retired as a result, with the Vanwall team struggling on for another couple of seasons without him.

Vaughan announced and displayed their Vaughan Super Sports in 1954. The car had a futuristic Ghia body with tail fins, and a 1.5 Litre OHC V8 engine was planned, but there is no evidence that production ever started.



The Vauxhall Iron Works began making ship engines in 1857. Car manufacture began in 1903, with a four-seater driven from the back seat (!). The Vauxhall 20HP was the first English car to break the 100mph barrier at Brooklands, in 1910. By the 1920s Vauxhall 30/98hp sports cars were winning almost every race they entered. In 1925 Vauxhall became part of General Motors, whose strategy was to make popular models in high quantities. This stifled the development of sporting Vauxhalls, although Vauxhall had already stopped racing in 1923, but in later years, Dealer Team Vauxhall was set up to encourage rallying and saloon car racing of the Firm's cars. Notable was the 'Droop



Snout' Firenza version of the Vauxhall Viva Coupé, the 204 examples built having a 2.3 Litre 132bhp engine and 120mph top speed. A bit faster than my 1.3 Litre Vauxhall Chevette then, which would only reach 100mph downhill, before the engine blew up!

The Volga Car Works (VAZ) was one of the largest factories in the USSR, created from plans in 1966 with it's own town to make Russian versions of the Fiat 124. Export models were called Ladas. Production began in 1969 and by 2001, 20 Million Ladas had been made. The same year General Motors took a 41.5% share in the Company.

The American Vector was a gull-wing supercar created in 1980 with a 5.7 Litre Chevrolet engine and claimed 240mph top speed. Vector Enterprises made late 1980s kit-car copies of the 1984 Chevrolet Corvette.

The Vega sports car won a design competition in 1950, and was displayed in 1953 but any production is doubtful.

Willard Velie was an Illinois carriage maker who began making cars in 1909, and by 1913 the top speed of a Velie was 25mph. Made rich by Government contracts during the first World War, Willard continued until his death in 1928, but the factory closed a year later when his son also died.

Velox made small cars from 1906 to 1910, most of which were used as Moscow taxis. The top speed was claimed to be 28mph, but was apparently optimistic.

Veritas began converting BMW 328s into sports racers and single seaters after World War II, before designing their own similar engine, made by Heinkel, and building cars underneath the main grandstand at the Nurburgring until 1953, and being credited as the Company that did most to revive motor sport in postwar Germany. Notable Veritas cars included the Meteor, Dyna-Veritas, Saturn, Scorpion, Comet and Jupiter.

Vermorel began building cars in France around 1900 and continued until 1930.

Veronac was a Canadian Company that made copies from 1981 of the Auburn Speedster, Cord 810 and Duesenbergs with a 400bhp General Motors V8 engine.

Vespa displayed cars for the first time alongside their motor scooters at the Paris Motor Show in 1957. The cars were claimed to be the smallest in the world, and competed in the midget car sector until 1961, when they gave up trying to compete with cars that offered more for a lower price.

The Vanguard Motors Corporation of Dallas made Vetta Ventura coupes from 1964 to 1966. The Veyrat was a French prototype shown in 1990 with a 200bhp, 3 Litre Alfa Romeo V6 engine. Victress made American fibreglass bodies in the mid 1950s that could be fitted to a wide range of American donor cars. Alfredo Vignale (1913 to 1969) built beautifully designed cars for Maserati, Ferrari, Lancia and Fiat, before he was killed in a car accident and De Tomaso took over the Company. By comparison, the Vignale Gamine (Street Urchin) looked like Noddy's car, and was made from 1967 to 1970. Viking offered 1930's style conversions of Jaguar S types and XJ6's in the early 1980s, with few takers. Viking Cars offered a boxy kit-car in 1987 that used MK1 or 2 Ford Escorts as donors. The Vincent Hurricane fibreglass body kit was developed in the 1980s to save rusty Triumph Spitfires and GT6s. The Vindicator Sprint was, and still is, a Lotus Seven style car, while the Vindicator SR was a Targa Top car in 1990 that used Ford Cortina components.

Vinland cars were made by Icelandic Formula 3 racing driver, Harry Magnusson and included a copy of the AC Ace, called the Vinland Saga in 1960. Plans were made and announced by veteran Indycar racer Chuck Garfield, to export the bodies to the USA, for fitment of V8 engines instead of the 1 Litre Ford 105E engines fitted in Iceland. The project, which fell through in the end because there was



not much call for open top cars in Iceland for some reason, so Vinland production ceased, would have predated the Shelby Cobra, and since then some Sagas have been fitted with 4.7 Litre Ford V8 engines and passed off as Cobras.

Viscount Motors launched their TC Aston Martin Ulster style kit in the mid 1980s, designed to rescue rusty Triumph Heralds, but suffered from competition from a similar kit from NG. VM were a late 1980s Lotus Seven look-a-like producer in Germany, with their Rahman and Seventy Seven 2 Litre Ford powered cars.

Gabriel Voisin always maintained that he built an aircraft before the Wright brothers. He became rich in World War I by building over 10,000 aircraft for the French airforce. Citroën designed one of Voisin's first cars in 1919, and Voisin had many royal and famous customers for his aluminium bodied, large engined fast cars. These included racing cars, and in 1927 a Voisin reached a record breaking speed of 128mph.

Professor Ferdinand Porsche was commissioned by his friend Adolf Hitler to build a strength-through-joy people's car and a new factory was set up in 1938 in Wolfsburg, commencing production in 1940. Most cars produced at the Plant were army vehicles though. Ferdinand⇒⇒



drove 485,000km in the oldest Beetle (Kraft durch Freude), from 1938. Slightly less than the 306,000miles I've driven in my Vauxhall Zafira so far then.

Volkswagen Beetles have been used as the basis of many cars over the years, from the same concept being applied to the design of Porsches of course, to modified specials such as Beach Buggies and turbocharged Autocross Beetles. The VW Karmann-Ghia looked faster, and was at 77mph top speed compared to the Beetle's 68mph, but it was also built on Beetle running gear. The Volkswagen Transporter van and Kombi Camper Van were based upon a similar wheelbase to the Beetle, but with a strengthened chassis to carry heavier loads.



The original split-screen version was made from 1950 to 1967, with production figures approaching 1.5 million. Aerodynamics were optimised to try and get the most from the 25bhp engine. Top speed, presumably of the later 51bhp version, was 77mph. A plentiful supply of mechanical spares, helped by it's similarity to the Beetle, has also led to the Kombi being customised and it's performance improved beyond original specifications.

The first Porsche was a VW special, built by



Ferdinand's son Ferry Porsche. The Volkswagen-Porsche 914 of 1969 carried the name of both Companies, and was available with VW or Porsche engines. Porsche buyers objected to the VW badge however, so the next joint project, the 924, only carried the Porsche name.



Founded in 1926, Volvo sells it's cars based upon enhanced safety, but according to my 1991 reference book had by then never pioneered an active safety measure, such as anti-lock brakes, because Volvos were designed to protect their passengers *after* a crash. The image of the Volvo P1800S of 1964 benefited by it's use by Roger Moore in *The Saint*, although the producers had apparently really wanted him to drive a Jaguar E-Type.



The Voodoo was just 35 inches high and initially only two cars were planned, but demand and finance appeared after it was displayed at the 1971 Motor Show. Front suspension was from the Vauxhall HA Viva, with Hillman Imp rear suspension. With a Hillman Imp engine too, top speed was 115mph and the future looked promising until VAT was imposed on kit cars, which killed the project, although it was revived in the 1980s as the Cheetah Mirach, powered by an Alfasud engine and gearbox.

Vopard were created in the USA in 1977, and made the Vokaro sports car on a shortened VW Beetle floorpan. They also made a copy of the Ginetta G12, with a body that had McLaren styling influences.

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

1. Scalextric Vauxhall Vectra Jersey Police Car "15 Police Cars Included" £530.00 (332356628482).
2. Carrera 1/24 VW Golf Red Automobil Club Von Deutschland £234.84 (142480800410).
3. Scalextric three Vintage Vanwalls & six other cars £230.74 (272834271020).
4. Rigger HO Gold VW Van Bodyshell £225.48 (263133101146).
5. Carrera 1/24 VW Golf Yellow ADAC £216.16 (142480800669).
6. Scalextric Modern VW Beetle Cup Green & 24 other cars £210.00 (332386922387).
7. Scalextric Sand & Surf VW Beetle & Campervan Twin Pack £195.00 (332354748356).
8. Airfix MRRC Vauxhall Viva £110.00 (142475222439).
9. Fast Eddies 1/24 VW Beetle Dragster £105.22 (162690444919).
10. Scalextric Yellow Vintage Vanwall & 4 other cars £100.00 (263219203769).

Good to see Vauxhall keeping ahead of the swarm of Volkswagens, with Vanwall still putting in a good performance after all these years.

Monthly Worldwide eBay Top Ten

1. Aurora HO Red International Tow Truck and Blue Mustang £1,706.36 (192317663895). (N.B. re-listed so presumably deal didn't go through).
2. Cox 1/24 Ferrari GT £1,071.59 (192325764389).
3. Spanish Scalextric Exin Yellow Ford GT40 £909.00 (302465721290).
4. Scalextric / SCX / Revell Modern 48 Cars & Track Collection undisclosed offer below £904.89 (272863630732).
5. REHco / MDC 1/24 19 Metal Chassis £765.21 (152709844215).
6. Aurora HO 43 Car Collection, two Buildings £758.37 (122750532244).

7. Scalextric Vintage Yellow Alfa Romeo £590.00 (142528930654).

8. Tamiya 1/24 Ford Galaxie built Kit £562.36 (302471687972).

9. Aurora HO Maroon Chevrolet Camaro £552.86 (282678699092).

10. Scalextric/ Airfix Vintage & F1 26 Cars Collection including Go-Cart, Ford Zephyr and Sunbeam Rapier £547.00 (382254797631).

Well, I didn't expect a tow truck to be top of the charts this month. Good price achieved by the yellow GT40, surprisingly beating the yellow Alfa Romeo. Ford Galaxies remain popular (surprising Scalextric hasn't made one of those in their muscle car range yet, surely a glaring omission?), while the HO collectors were out in force. It's perhaps surprising how sought after the Airfix Zephyr and Rapier are, but I guess it's a double-whammy, in that both slotcar collectors and Airfix kit collectors want them, perhaps, despite their track performance, which is unlikely to be outstanding if my similar Airfix cars are anything to go by. I guess item 10 was a triple-whammy in fact, with Scalextric Collectors, Airfix Slot Car Collectors and Airfix Kit Collectors all after the same lot, which received 27 bids, although they were from only six bidders. It only takes two to Tango though.

Speedmarx



I've been fascinated by the open top Corvettes made by Marx for some time, and although realising they were only 1/43 scale, I finally couldn't resist picking up one of their sets for just £3.00 on eBay this month. The red car needs repair, having ejected its guide pin and lost a tyre, and the unusual steering wheel hand⇒⇒





throttles were missing, but still a bargain in my book (253189371732). Good job there wasn't a skid chicane in the set, or they might have called it Skidmarx.

Ferrari multiplication

I couldn't resist a brace of Ferraris on eBay this month either, when a Dutch seller offered a Strombecker Testa Rossa and a Gama 275GT for £15.00 each (112582781313 and 112582779744). I think this is the first Strombecker Testa Rossa I've managed to obtain that still has its windscreen intact. Unfortunately the chassis needs sorting out a bit, whereas the Gama 275GT worked great, once I'd trimmed down the guide blade a bit and removed an interesting wide bit on the bottom of the blade that was obviously to either hold the car into its slot when running, or perhaps into a slot in its original packaging.



Ephemera Watch

Thanks to our roving eBay Watch reporter Steve Langford, who has offered us his valuable insights on Slotcar Ephemera this month:

Badges

Whilst it has been rather quiet in terms of listing of badges for the last couple of months a few badges got the collectors out and digging deep

in their pockets this past month. Whilst normally the '60s Scalextric flying chequered flag pin badge fetches between £10 and £20 this month one made just over £31 and set the tone for the other badges from the same seller that evening. Attracting the bids were rare Triang versions of the chequered flag badge with a pin version making £77 (132343979042) and a button hole version £139 (142521222055) though both winning bidders showed no signs of being regular slotcar bidders in the previous month if you checked out bidder history. Topping this lot though was a rare Scalextric Model M.R. Club badge, made by Fattorini & Sons Ltd. who no longer trade under that exact name, which depicted a red F1 car in the middle of a pale blue surround that made £156.56 (132344011123). Lastly was an "American Model Car Racing Congress 25 hour" pin badge with red and white chequered flags and an American Golden Eagle on top that made £36. For those with German slot car interest a Carrera 40 years badge made £13 on a Buy It Now with more still available at time of writing on item 382224371047 from the German seller. At the bargain end of the scale was the NSCC badge that was snapped up for £4.99 Buy It Now plus 99p postage.

Catalogues

This month saw prices at both ends of the spectrum with an 18th edition 1977 catalogue fetching the top price of £88.20. It was a unique item, in that it was reported to be from the printers who sent it as a proof copy bound in a hardback folder to Hornby for approval. It was signed in the inside cover by R Lines. (152680872850) A number 2 Scalextric Catalogue in good condition made £41 (222650465784) Probably of better value was a nice selection of what were described as slot car racing brochures - books that included excellent 9th and 6th Scalextric catalogues as well as a very nice Gama's 1965 to 1966 catalogue and a similar condition Beatties Motor Racing catalogue 1965 featuring Scalextric on the front. £36 secured that lot (222635760433) Going further afield to German eBay, an Austrian seller had a

number of excellent German version Scalextric catalogues that sold for their opening bids of €5 including a number 13, (222635760433) and 17 (162709331793). A number 4 made just over €6 and number 6 just over €8. The postage was listed as €15 so perhaps that put the bidders off. Another Scalextric Catalogue from 2015 but not the normal yearly catalogue in roughly A5 size format with 16 pages and called Autumn Winter 2015 was listed for £1.50 Buy It Now from a Ramsgate seller and was described as an official Hornby printed product. (292184887559).

The Rest!

If you have a Scalextric T-shirt you could have got the Scalextric World Championship hat to go with it this month for £10 (332413846295). We all need somewhere to put our drink don't we? There are several retro modern produced coaster offerings often seen on eBay but the best "upcycler" offering and rather different was from someone selling 6 circular drink coasters made from old classic track for £8.99(142524973518). Thanks Steve.

Cardboard Track



Continuing my quest to discover the manufacturers of my cardboard control towers and Dunlop Bridge, I went slightly astray in the die-cast direction, by purchasing a Matchbox cardboard racing track for £12.88 (182803715829). My plan was to find out if my cardboard buildings came from that set, but unfortunately it appears they didn't, so my quest continues. Graham Pritchard did spot a couple of Superquick cardboard Marshal's Hut and Control Tower kits on eBay this month, that sold for £51.00 (272886199521). Thanks Graham.



Resinous Wings

I need to thank Graham again this month, for using his developing resin moulding skills to endow my burgeoning collection of incomplete Scalextric Lotus 72 John Player Specials with the many rear wings and air intake boxes that they were missing.



I gained a new nickname at the Bearwood Scalextric Club this month of Fag Ash Lil, after campaigning my Scalextric John Player Special BMW in the European Touring Cars class.

Despite hurriedly preparing the car before the evening races to be Scalextric Classic Track compatible, it was no match for the more powerful motors and better handling of the SCX cars also being raced, at least that's my excuse for coming last anyway! ■

