



No. 427 OCTOBER 2017

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President

A Tale of Two Cars!

Within the last week I have experienced issues with the paint on two cars, one of course being a slotcar and the other, one of our real cars.

Firstly, I had just about completed one of George Turner's excellent kits, this one being his new E-Type. It had to be fare given me issues with the painting as I bowed to realism and selected an off white/ cream colour that you could have found on the real thing in the '60s! Now I generally use Halford's paint, and I have noticed some of the colours do seem to give me trouble and this was definitely one of them, but after much perseverance (and a complete restrip once already) the car was all but complete, so decals on, lacquer on and whoops! The car fell of my paint stand, not to worry though I caught it....and put a big thumb print in the wet lacquer! So in an attempt to try to remedy said paw print, I ended up making things much worse, and so another restrip loomed! This has taken time as the paint and lacquer proved to most durable once dry and I had to order something from Amazon to even touch it (Strip Magic for those interested, very good and does not damage the resin or plastic, but boy is it messy!). So I now have a clean car to which I can again start with the primer and paint (which will not be cream), so really I guess I am getting double the enjoyment here building this one?

Moving on to the real world, and I must express a big thank you to my neighbours considerate builders or handymen as they call themselves, who last week in the wind and rain decided to mix concrete for a new patio, on the neighbours drive right next to Denise's metallic black car! So thanks guys, your slogan "Bridging the gap between DIY and specialist trades" as stated on your business card may need a rethink?

So after £170 on a valet to remove the cement dust etc. from the side, bonnet, boot and roof, which proved only moderately successful, a trip to the local Mercedes garage for a quote for a respray looms, still look on the bright side I am not paying for it and it will at least get rid of the scratches where another undesirable decided to key the car for no apparent reason shortly after we got it last year.

Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nscc.co.uk

By Pete Simpson

A favourite helpful hint from a previous HR (strictly not Personnel) Executive was that people need to manage their expectations. Well, as far as Hornby affects our lives, maybe it's not such a bad maxim.

Disseminating Disappointment

Despite the January excitement of scouring the annual catalogue, latterly augmented by website announcements, we need to accept that it's not always possible for Scalextric to deliver against their predictions. Unfortunately, the latest disenchantment has been caused by the two Ford GTs and the Ford Le Mans twin car set having been delayed until 2018.

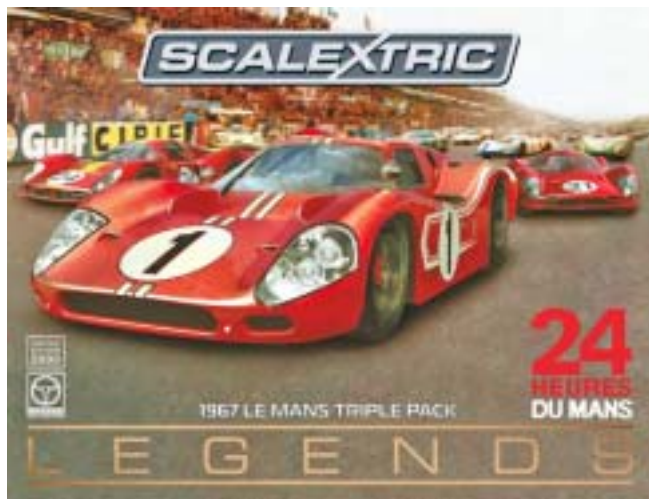
Scalextric employed a rather misleading device to soften the blow of the delays by heading the 1st September instalment of their Track Test report as: "So let's get the 2018 ball rolling...". You have to read on to appreciate that they are in fact giving the ball a second kick as it failed to cross the line on the first attempt. However, the upside of the cars being a year late means that the two Ford GT solo releases will represent this year's cars rather than those from last year although both models, C3857 and C3858, will remain as race numbers 66 and 69 in the same, factory team livery but with minor



tweaks to some of the decals. Race number 68 remains elusive, unless alternative sources are sought.

As it is also being released a year later than planned, the set, C3893A, which was to celebrate 50 years since Ford's first win at Le Mans in 1966, will now be portraying the event a year later: the 50th anniversary of their second win, 1967. Whereas the set was to contain a GT40 and Ford GT, it has been revised to comprise the 1967 winning Ford MkIV to accompany the 2017 Ford GT which came second in class having been overtaken by the class winning Aston Martin Vantage in the final stages. The information on the Scalextric website stating⇒

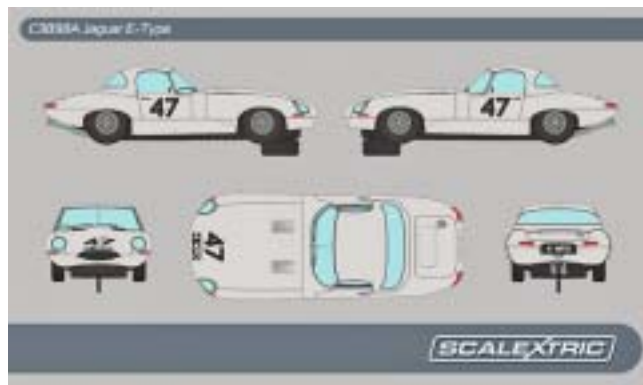
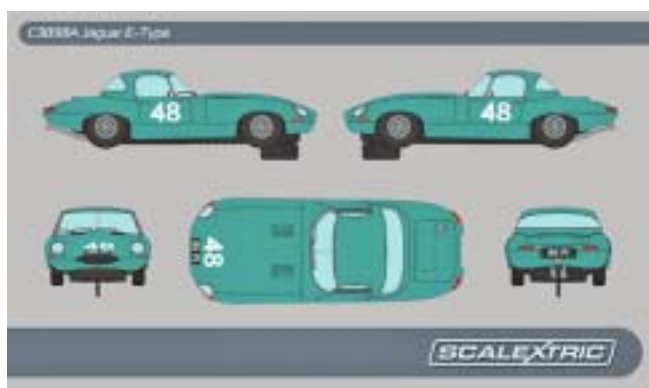




that the GT to be included represents “the highest placed GTE (second place in its class) from 2017” is a bit confusing: the car is a “Ford GT”, the class is “LM GTE”. Missing the 2017 release date for this pairing has probably slightly diluted the enthusiasm for the set which now celebrates Ford’s Le Mans successes with the car that claimed their second win and the car that finished 18th overall fifty years later. A further impact of the set revision is that it will now contain the same Ford MkIV, red with race number 1, as the Limited Edition Legends 1967 Le Mans Triple Pack, C3892A. To have spared the duplication of this car, Scalextric could have substituted the twin pack MkIV with a Ford GT 40MkII, number 57, and produced a rather special, albeit a trifle unusual, set to emulate the achievement of two 18th placed cars across the half century!

2018 News

A few days after the faux Ford proclamation, Scalextric did announce a genuine new release for next year: another in their “Legends” range. This will be a Jaguar E-Type twin pack, limited



to 2,000 examples, to commemorate the 1963 Goodwood International Sussex Trophy race held on 15th April in which Graham Hill, driving the number 47 Jag beat the Ferrari 250 GTO of Mike Parkes. The second car to be included is the number 48 car of Roy Salvadori that came home third. As Scalextric already have the tooling for the Ferrari and are obviously no longer averse to producing red racers, it’s a shame they weren’t released as a triple set: more collectable and more profits to fund the grand recovery scheme. Hey ho, doubtless there was a good reason for not pursuing that avenue. The website shows progress in the colour selection, the green example being a particularly tricky colour to replicate accurately. The two views clearly show





where the main body mouldings are segmented, allowing for different versions to follow.

Scalextric have finally updated their monthly update page, “This Month at Scalextric”, having overlooked the content since July. It now shows the latest 60th Anniversary car, the Maserati 250F, emulating the Test Track article from 7th August so not much in the way of fresh information.

Our Man on the Inside

Thanks to one of our members being a shareholder and taking the time to attend the recent Hornby AGM we have an inkling of what’s occurring. The event attempted to sow an optimistic seed into the minds of shareholders by portraying Phoenix as the agents for restoring the business to its rightful place in society: making profits for shareholders. Hands up all those naive enough to think it was making toys! It seems that Phoenix appreciate the potential to restore Hornby to the position where it can again be a stable business, risen from the ashes of the recent losses and misguided ventures. Words are cheap but results demonstrate the values: after underperforming for the first half of the year, forecasts are buoyant for improved results as the year progresses. It looks as though the previous attempts to raise quick money through radically reduced prices are a thing of the past, so don’t expect Black Friday sell offs this year. However, the new strategy doesn’t suit everyone: Chief Executive Steve Cooke has decided to quit. The BBC reported: Interim chairman David Adams, who was appointed during the recent take over, said: “The position of Phoenix as Hornby’s majority shareholder represents a new chapter in the development of the group, and the board is working closely with

Phoenix to set the direction of the business going forward.” It may now be a good time to purchase shares as, in mid-September, they had dropped from the take over price of 32.375p to just 27.25p.

2017 Releases

Returning to the cars outstanding from this year, I’ve still got plenty of images from my foray into the London office: I was even able to replenish my stock when I visited the Sandwich offices in September so there are plenty remaining for future reports.

BMW Z4 GT3



Scalextric obviously anticipate a passionate following for this car as there are five versions in this year’s solo listing plus another two to be included in sets: ARC Pro Platinum GT and ARC One Ultimate Rivals. The latest that I’ve seen at the sign-off stage, although now available to purchase, is C3848, the AMD Tuning car as run in the 2016 British GT Series. This model represents it as it appeared at Oulton Park in rounds three and four in May where Pro Am drivers Lee Mowle and Joe Osborne achieved second and ninth place finishes. At the season end they were in joint sixth place with the AMD team finishing in 4th overall. Compared to web images the livery certainly looks accurate within the bounds of ⇨⇨





practical production methods with only one detail, a club sticker on the rear wing, apparently absent.

Riley

The most obvious aspect of this model, C3841, when seen in the flesh (well, plastic) is the quality of the finish for the metallic areas of the paint scheme: the golden yellow has been captured to perfection. Michael Shank Racing formed a partnership with AERO™ Advanced Paint Technologies for the 2013 season with the car being decorated using the LiquidMetal™ process: this relationship continued into 2014 with further advantages being discovered. The finish allows a lighter weight covering which also provides better protection for the carbon fibre chassis as well as the stunning colour effects. Reference to web images shows that full advantage was taken to show off the finishes as barely two outings of the car had the same



scheme. The Scalextric model portrays the Riley Daytona Prototype, with its Ford Ecotech 3.5 litre twin turbo V6 engine, as it was run at the Lone Star Le Mans race at the Circuit of the Americas in Austin, Texas where it finished in 5th place: the end of season position was seventh overall in the IMSA TUDOR United Sports Car Championship.



Aston Martin Vantage

The last quarter of 2017 should see two further Aston Martin Vantage racers: one is due in October, the other in November. Rather oddly, Scalextric have chosen to model the Vantage models with the wiper parked vertically on the left rather than behind the bonnet-line or in the distinctive central position as they did with the DBR9. The first to appear, C3844, should be



the TF Sport entry in the 2016 British GT championship for Jonny Adams and Derek Johnston, sponsored primarily by MSW and representing last year's championship victors, both as a team and as drivers.

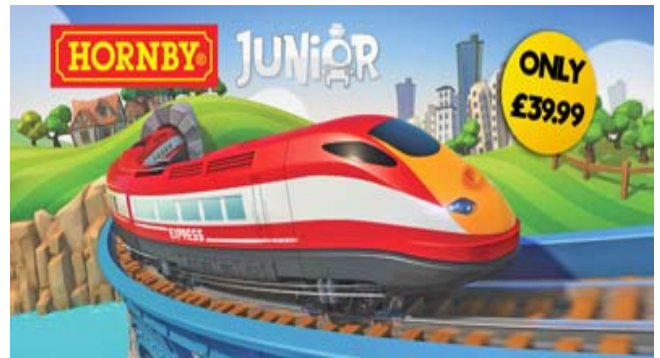
The third of the year's Astons will be the car

of Tony Quinn in which he contested the 2013 Australian GT Championship, particularly the two Adelaide rounds at the Clipsal 500 where he finished in 11th and 6th places. This car is only shown in the catalogue as a grey silhouette: a→





great shame as it is amongst the best of this year's liveries and is a superb representation of the Darrell Lea Team's Vantage. Apart from being an accomplished Antipodean racer, Scottish born Tony also laid claim to being the first to import an Aston Martin Vulcan into the southern hemisphere: he lives in New Zealand and is a bit of a petrol head. As well as racing Astons, he has a collection of super cars, a



museum and a racetrack! And, for a mere \$5,000 you can experience a few laps as passenger in his Vulcan.

Hornby

A slightly dubious new release from Hornby seems to be meeting with mixed reactions: an act of genius or another misguided venture? A recent announcement announced the arrival of a train set equivalent of My First Scalextric, Hornby Junior. For £39.99 the youngest family member can be introduced to the Dark Side: a battery operated 3-car modern express train, plastic clip together track-pieces and cardboard buildings. The train is compatible with regular Hornby track so it needn't be a dead end investment. It certainly seems an attractive Christmas proposition, one of our Croydon members was so enthused with the concept that we may have a whip round!

Sandwich Visit

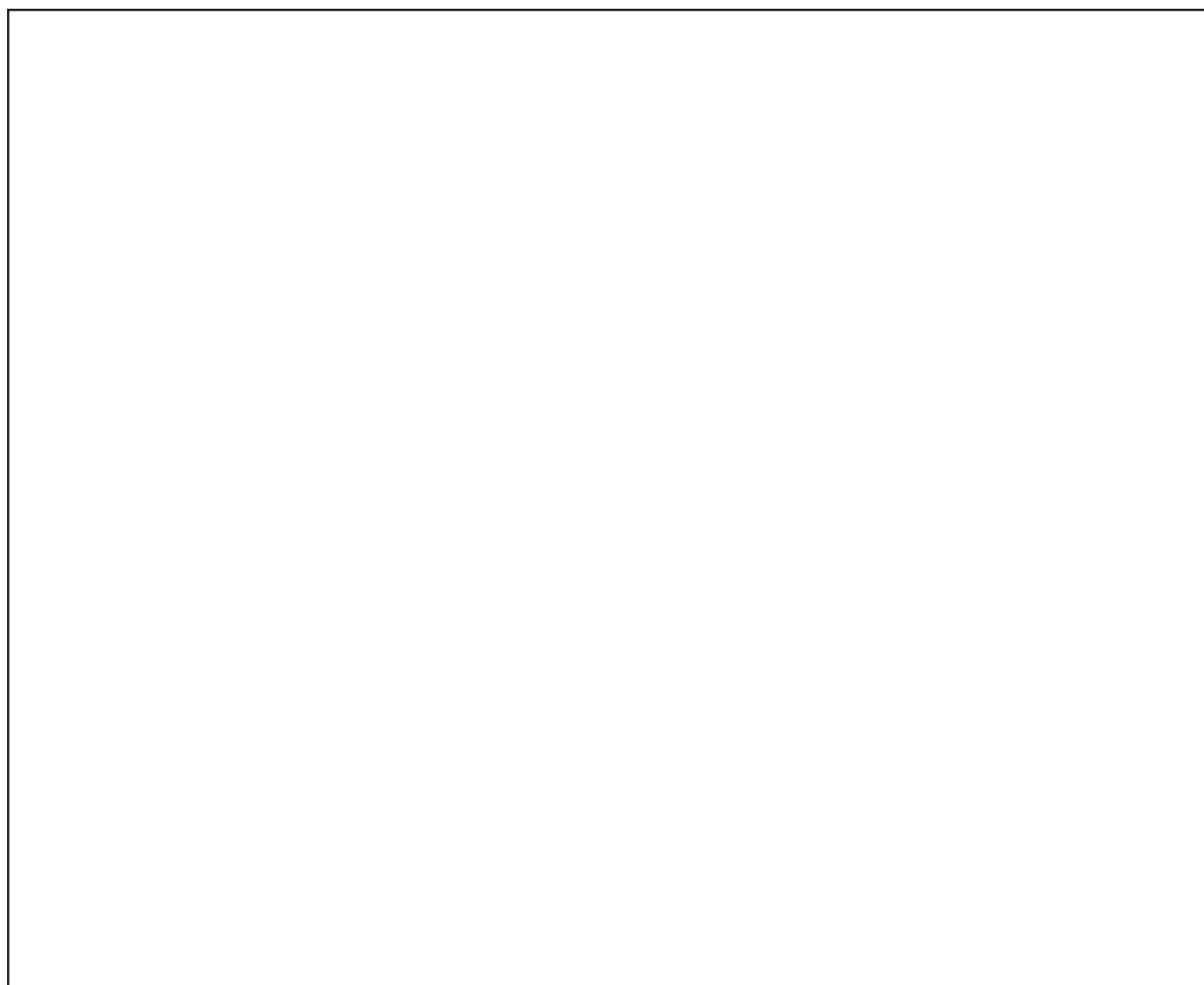
Eventually I guess we'll have to acknowledge Hornby's move from Margate and rename this article but as long as there is a semblance of



activity at the old site, let's retain the tradition: new titles have to be earned. But, until such times, trips to Sandwich remain slightly surrealistic as it seems that the spirit of Hornby has yet to manifest itself: the business activities are just about being maintained but the passion is still not apparent, possibly due to the various uncertainties of the past few years. In September, Jeremy joined me at Hornby HQ so we could engage Ricky from two perspectives: support for both the Journal and the NSCC/ Hornby Weekend. As time was likely to expire before we'd accrued all the details we needed I retired with a huge collection of sets and solo releases that the team had collated prior to our arrival whilst Jeremy engaged Ricky on all aspects of Club support. Those attending the Weekend will witness the fruits of Jeremy's

discussions whilst I will reveal my achievement over the next few months. As evidence that we really did enjoy success, here's a taster of some of the sets which had been presented for our scrutiny. The eagle eyed may spot the Velocity set mentioned last month: I didn't need to photograph the contents of this one as I'd just ordered my own example from Asda at the predicted, reduced price of just £60. Many thanks to the members that prompted me on this one.

A special thank you must be extended to Ricky for his effort in collecting a trolley load of items to photograph as well as for the considerable time he set aside to support our visit. Although he will be transferring to a slightly different role within Hornby he has already provided introductions to my next contact so the transfer should be seamless. ■





Welcome to the October 2017 Carrera Corner. We have news of five new 1:32 scale Evolution cars. By the time you read this you should be able to buy these cars from your favourite supplier for around £35.00.



Firstly, we have two American cars: CA27555 is a 1957 Chevrolet Belair stock car, race number 90 which had a V8 small block engine. CA27556 is a Ford Torino, race number 92 as driven by Bobby Unser who saw success in many forms of racing including open wheel, stock car



and hill climb. The Torino was built to conquer Pikes Peak and did just that. In 1969, this car set a record that held for seven years!

CA27542 is a black Phoenix Racing Audi RS5 DTM as driven by the German, Timo Scheider, race number 10. It carries the “Auto Bild” logo of the motor racing magazine. The car, the successor of the A4, is powered by a V8 engine.

CA27543 is a Porsche GT3 RSR from the Manthey Racing Team. This car, race number 911, was entered in the 2016 24-hour race at the Nurburgring but did not finish. The car was powered by a 4.0 litre, 6-cylinder boxer engine. ➡➡





CA27547 is another version of the Ford GT race car. The car is attractively finished in yellow and white and carries number race number 2.

There is also a new set containing a couple of Disney cars. Set CA25226 contains 4.5 metres of extra wide track and the two nifty racers we mentioned in September, from the Walt Disney Pixars Cars 3 film.



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 October, we have news of new trucks and cars. All the models detailed below were available to pre-order at the time of writing. I have quoted the recommended retail price, but you may well be able to buy cheaper from your favourite supplier.



It is always exciting to hear of new tooling from Flyslot and this time it is a new truck. FS206101 is the first release of the Renault

Truck, prepared for European Truck racing by the MKR Technology Team for the 2012 season. The driver and race are to be confirmed, ➡





but will be in the livery shown in the picture. We also have a picture of the prototype. The recommended retail price is £69.95.

In the August Journal, I mentioned the Brabham BT44, from the 1976 German GP, FS062104, which is now available to purchase. The next releases of the Brabham BT44 F1 have now been confirmed. They are as follows:



FS062105 is the Brabham BT44 as driven in the 1974 Canadian GP by the Canadian Eppie



Wietzes. He retired from the race with a transmission problem. FS062106 is the Brabham BT44 as driven in the 1974 Belgian GP by the Belgian, Teddy Pilette. This was his first Grand Prix and he finished in 17th position. The recommended retail price of each of these Brabhams is £54.95.

There are other trucks as follows: FS204301 Buggyra MK02 - Edition TBA, FS204302 Buggyra MK02 - Edition TBA, FS205104 Buggyra MK08 "Go Pink" cancer edition, as driven by Ellen Lohr, one of Germany's most



BUGGYRA MK08 MISANO 2008
REF / ITEM : 205103 MARKUS BÖSIGER





accomplished female race drivers, FS205105 Buggyra MK08 - Red Ice Racing and finally FS205103 Buggyra MK08 as driven at the Misano circuit in Italy in 2008, by the German Markus Bosiger. The recommended retail price of these trucks is £69.95 each.



Following on are two Porsche 911s due this quarter as mentioned in the August magazine. FS036107 is a red Porsche 911, race number 37, which won the 1969 Monte Carlo Rally as driven by Björn Waldegård and Lars Helmer. FS036108 is another red Porsche 911, sponsored by Gulf, as driven in the 1968 Swedish Rally. The recommended retail price of each Porsche is £49.95.



We also have news of two new rally cars from Slotwings. There are two versions of the Renault 5 Turbo, both available to pre-order as of the time of writing. W037-01 is the car, race number 4, as driven in the Rally Sierra Morena in 1985 by Carlos Sainz and Antonio Boto. W037-02 is the car, race number 38, as driven in the Tour De Course in 1984 by Camille Bartoli and Gilbert Poletti.



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, the weather has certainly turned now and its starting to get dark earlier in the evening. The dark nights are drawing in and as they say up North 'Winter is coming'. Which is a clear indication that it is time to spend more time on our favourite hobby and if the darker nights are not enough the swapmeet season sweeps in to remind us all that it is that time of year.

By the time you read this the Havant and Leeds swapmeets will have taken place to be followed by the London International Slot Car Show at Orpington. Then in December the UK Festive Slot Car Market in Coventry takes place, an event that I for one am looking forward to this year. It usually clashes with my other commitments leaving me unable to attend but not so this year, so that's one I am really looking forward to.

After fifty years of collecting I must admit I still get a thrill from attending swapmeets and the possibility of finding something unexpected and desirable to take home. The internet and eBay is all very well but there is nothing quite like the anticipation and buzz of attending a good swapmeet. Long may that continue.

To be honest I still need to get a grip of my own collection which keeps on growing despite my constant efforts to keep it in shape. Yes, I

have a pretty clear focus on what I collect (mainly open wheel Grand Prix cars and historic sports cars) but the range and quality of what is produced these days both by the manufacturers and in kit form means that there are some very attractive and very desirable models out there. The choice is enormous and of course suddenly something is produced that you simply must have. Consequently, on most occasions any plans of restraint and economy disappear about five minutes after arriving at a swapmeet. Moments of sober reflection simply do not happen, but I guess we have all been there.

How many of us have come home from a swapmeet with our latest treasure only to find that we had one already at home which we had forgotten about stuck in the back of a box. I know I have and I am not ashamed to admit it. But you know what, my own collection for all its faults and its largest has been such a source of pleasure in my life that I will keep on tending to it and enjoying it for as long as I can. Until the time comes to pass it all on to the next generation.

Committee Meeting

Moving on to Club matters I can report that we had an excellent Committee meeting recently and discussed some excellent proposals from our new Promotions Officer Nigel Roberts. Nigel has really got stuck into his new role and amongst some of the things that we discussed were plans to celebrate the Clubs 40th Anniversary (it might be two years away but time will fly) and new NSCC box inserts for our future Club cars.

Nigel is also currently sourcing a new range of Club merchandising that can be sold to order without having to keep a large amount of stock. I know that Nigel will be telling you all about these initiatives himself so I will not steal his thunder.

One thing that was discussed and which is frequently discussed at our meetings is the question of how we convert more of our Facebook members into becoming full Club members. Some good ideas came out of the discussion which we are considering but I must say that we have not found any panaceas on this.



As you know we have sought members opinions in the past and I have raised it in previous Chairman's Chats but so far to be honest we have not received much feedback. So, if anybody out there has a great suggestion please do let us have it.

I can also tell you that we are considering several initiatives aimed at improving our Club's offer to potential new members and how we can improve the way that we attract people to our Club in the first place. This includes a possible membership pack for new members and improved promotion of membership at events. With the rise of internet and the more diverse way in which people come into our hobby these days we need to think more creatively than ever before about how we move our Club forward. I can assure you that we as your Committee are committed to making that happen.

Finally, one event that I will be missing this year, for the first time in a long time (due to my son's forthcoming wedding) will be the Classic Car show which takes place at the NEC Birmingham in November each year.

NSCC Hornby Ramsgate Weekend 2017

However, one event that I will not be missing is the NSCC/ Hornby Ramsgate Weekend 2017. Nothing will stop me and Mrs. Chair from once again making the six-hour drive to Ramsgate for this year's NSCC/Hornby weekend which takes place in November. This year once again promises to be great event. Applications are now closed for this event, but we do have a waiting list in case someone drops out at the last minute, so if you are interested please contact Jeremy direct.

It is going to be an interesting weekend this year. Once again great company, great food and all in all a really great event, with some racing and a presentation from Hornby also happening. If you are coming I look forward to seeing you there.

If not, I will hopefully see you at some of the forthcoming events. That's all for now until next time. ■

Ciao everyone and welcome to this month's edition of Forza Slot.it. Well, sadly, information is still in very short supply as I write my months musings as very little seems to be happening, or reaching my laptop, and the deadline for this month is fast approaching, whoops gone! So I had better get this done quickly! Maybe I will have some interesting news before Christmas?

On with what I know for now, last month I mentioned SICA17e Porsche 962C KH #17 as driven at the 24h Le Mans race of 1991 and that I would probably be investing in one. Well I did and what a beauty the model is in the resplendent Repsol livery. As per the norm, another excellent Slot.it model with all the sponsors, Le Mans logo's and so on all present and crisply correct with no painting errors that I could find on my example except of course my normal gripe of no "standard" working lights on a Le Mans car, duh! Maybe one day eh? Anybody at Slot.it reading this?

Looking forward and giving my Slot.it crystal ball a rub then I believe the next model available in the near future will be SICA28e being the next Nissan R90CK JSPC (All Japan Sports Prototype Championship) from 1991. This model is in the famously bright yellow FromA sponsor colours so you should have no problem spotting this, almost fluorescent yellow from the picture, jelly type moulding zipping round a track near you shortly. I would have to say, not my most popular Le Mans racer, but the livery puts it into my very likely going to make it into my Slot.it collection so my small plastic oblong friend will be getting a workout when it becomes available. The drivers for that season were Volker Weidler (German) and Akihiko Nakaya (Japan) with one Thomas Danielsson (Sweden) also getting a couple of races in as opposed to the whole season. These names are not that familiar to me, as in no idea to be honest! But Akihiko made a name for himself on YouTube with a particularly spectacular F3000⇒⇒



crash at Suzuka in 1992. Must have survived as he can also be seen saving what looks like a production Nissan Skyline R33 from the Suzuki barriers in September of 2013. Just do a search on his name and enjoy! As for Volker, well I mentioned him last month as part of the fabulous and only Mazda #55 787B win from 1991 at Le Mans. I hope you have all tracked down your copy of this car and its stand out livery, a must have in my book for many reasons.

What else is on the near horizon? How about a completely new model in the form of SICA37a Matra MS670 Le Mans car of 1973 as driven by Jean-Pierre (Maurice Georges) Beltoise and Francois Cevert who were both immensely capable drivers across many formulas. It was the tragic death of Cevert at the F1 GP of Watkins Glen in 1973 that prompted Jackie Stewart to retire one race early, surely an F1 championship winner in the making if he had not died that day? Beltoise also raced in F1 completing in 88 races (best finish of 1st at Monaco in 1972, his only F1 win) but is perhaps better known as a sports car racer who won his class (GTP) at Le Mans in 1976 with the French Inaltera team finishing 8th overall with another Le Mans great in Henri Pescarolo as his co-driver that day. What can I say about the Matra so far? Well my crystal ball is a bit cloudy as I have received an email that the official release date for this model is the 28th September but a

quick check of the web now shows none of my regular suppliers have it in stock as I write on the 30th September. Can't hang around though as my copy has to be in today! Should be in "the shops" by the time you read this and definitely another must have for me to go with the previous Slot.it Matra releases. It will go down great on my circuit, or yours, with the superb Matra LMM figures that have been produced. I will certainly be getting my hands on one of these ASAP and will see about a car review for next month's Journal, watch this space.

Looking a little further ahead but not too far as I believe it will be in the dealers very shortly is definitely a must have car as it is a Porsche! Possibly the most successful car of the 1980s was the Porsche 962C and Slot.it will soon be releasing another in their Winners Series. This will be the Rothmans liveried example that won Le Mans in 1987 with race # 17. Collectable on many levels and a very good racing model as well I have no doubt. Slot.it have produced many a Porsche 9xx and I believe I have most of them so no surprise that this one is going straight in my Slot.it cupboard at home when it turns up. It has to be said that the Rothmans livery is iconic in every sense of the word for this real car/model. I only have a rendering to show you so far so I do hope that Slot.it produce the car in all its Rothmans glory and do not fudge it, as they did with the SICW01b/02 (two lots of this





set were produced to the best of my knowledge) Porsche 956 Rothmans three car Le Mans winners boxed set of 1982, with the decals supplied for the end user to stick on. As I recall, a few people had problems with putting the decals on and so after reading a few posts on the www as to what not to do I eventually got round to sticking mine on! Not something I particularly enjoyed at the time but it all worked out OK for me in the end and this is one of my most treasured little plastic car purchases. None of the cars have seen any slot track black top action but

maybe they will one day? Anyway, rest assured I'll let you know what I think of it when it turns up, hopefully fully stickered up!

One last think to mention this month and it is another little favourite car of mine in the form of the latest Lancia LC2 to be released. Should be out soon and it will be SICA21f that ran at Le Mans in 1990 as run by the Italian outfit Mussato Action cars team and piloted by Massimo Monti, Fabio Magnani (both Italian) and Andrew Hepworth (UK). Sadly the car only managed 86 laps before expiring and the team



were classified in a lowly 44 place/DNF out of 50 entrants. However, let us turn our focus onto the Slot.it model and the overall red livery with a smashing of blue and mainly yellow sponsor logo's looks quite eye catching? Nothing to do with Slot.it as they have faithfully reproduced the car as it raced but if you compare it to today's race liveries and from the period works race teams of the day it looks a bit of a dogs dinner mish mash of sponsors whacked all over the car! As I said, striking but maybe not for the best of reasons! Either way, I strongly suspect it will find a home in my Slot.it cupboard again as

I have a soft spot for the old Lancia's even if it is not perhaps the best racing livery that Slot.it could have picked! Again, when it reaches these shores and my waiting hands I will give you the lowdown on the finished product.

Well, that's all for this month from me and maybe next month I will have more news and a nice Matra review to bring you? 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 back to Sideways. Another Martini Racing Lancia Beta Monte Carlo should now be available, reference SW54. This is the 66 car from Le Mans 1981. The car was leading the under 2 litre group 5 class until 5am when the head gasket blew. Patrese is the depicted driver. Like Slot.it, Sideways models do have driver helmet decoration which really adds to the look and feel of these cars. Riccardo's co-drivers were Hans Heyer and Piercarlo Ghinzani. Incidentally, Ghinzani holds the record for the most grand prix starts without a top 10 finish. These models are very attractive but in real slotcar life are not a match for the BMW M1 or Ford Capri because of the short wheel base and rear overhang.



Another imminent release is the Alitalia Lancia Stratos Giro d'Italia winner of 1977, reference SW59. The car, number 539, was driven by Sandro Munari and co-driven by Piero Sodano. It was the same car that was driven to victory in the 1976 Giro d'Italia; chassis #2643. Another attractive model. ➡➡





the drivers Eddie Cheever, Marc Surer and Manfred Winkelhock on the roster. I don't have any model numbers for these BMW 320s. In Motorsport magazine Eddie Cheever recounts the race of his life as a DRM round at the Nurburgring when he went head to head with Ronnie Peterson. Peterson and Hans Stuck had been entered by BMW and it was a chance for Eddie to beat the established stars. Eddie and Ronnie engaged in a lot of panel bashing to Ronnie's irritation. You can read it on line by



googling Eddie Cheever. Eddie gives his opinion that the drivers of the '70s were pirates and contemporary drivers are just corporate monkeys. Not sure about that one Eddie?

Finally, two Limited Edition Lancia Stratos have been released. The first is the blue Menthol Milds SW53B fantasy livery and the second the green Menthol SW53M, both representing another iconic tobacco sponsored car!

I want to thank Gary Cannell of MRE for his help and his general good humour in preparing this article and providing some of the images and information. ■





Apologies from me for not getting an NSR article in the Journal for the last few months. Mainly due to a lack of material about new cars.

Yet another NSR Mosler will be available this month, at least it's a bright colour scheme. It will be sold in the usual Angle Winder, Side Winder and In-line configurations.



The references are NSR 0042AW/SW/IL Mosler MT900 R EVO3 Daytona 2002 #24 and NSR 0043AW/SW/IL Mosler MT900 R EVO5 Daytona 2002 #24.

There is also another NSR Porsche 997 in Angle Winder configuration from the factory. This being reference NSR 0035AW Porsche 997 #76 Matmut 24-hour Le Mans 2007.



The Porsche can be converted to Sidewinder by purchasing 1262 Medium motor mount, 1263 Hard motor mount, 1264 Extra hard motor mount, 1265 Extra light motor mount or 1266 Soft motor mount and then buying a motor, pinion and sidewinder gears of your choice. At £30 RRP.

If you want me to be totally honest you will be wasting your money. I actually tried this upgrade on a BMW Z4 and Mosler as a test. I went for a 30K motor and a 40K motor. You will need to add significant lead to help keep the car in the slot. The sidewinder motor is much lighter than the anglewinder and with the higher power motor the cars were much harder to keep in the slot, so in my view you are better of sticking to the original motor and having more control overall.

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Two more cars have been announced as I am writing this article, so I may as well add them to this article.

First up is a Corvette C7R in the world famous Gulf colour scheme with reference number 0044AW and with the usual 21K Angle winder motor configuration.

The other new car is the classic Porsche 917K, this being reference number is 0047SW fitted with the usual 20K Side winder motor configuration, Verva Street Racing version 2011 Limited Edition.

It certainly looks good in the photographs and I am sure will end up in many a collection.

Many thanks to Terry at Gaugemaster and the NSR Factory Facebook page which provided these two new cars information. ■



Revoslot Porsche 911 Review

By Alan Clark

I know its not an NSR slotcar but when a manufacturer announces a new design for a slotcar that appeals to the slotcar racer then I just had to buy one.

We are talking about the New Revoslot
Porsche 911 with an Aluminium adjustable
chassis.

Sadly I was very disappointed with the car when I removed it from the box, the gear mesh was very poor. Not what you expect from a £65 slotcar. There were no instructions in the box, I emailed the supplier who still hasn't replied to my email. I decided to strip it down and see if it could be adjusted. Which luckily it could.

The Box it arrives in is a pleasant change from the usual clear plastic display cases used by most manufacturers.



You remove the lid to find this lovely plastic cover protecting the car. So you remove the plastic cover lift the car out by lifting the red ribbon.

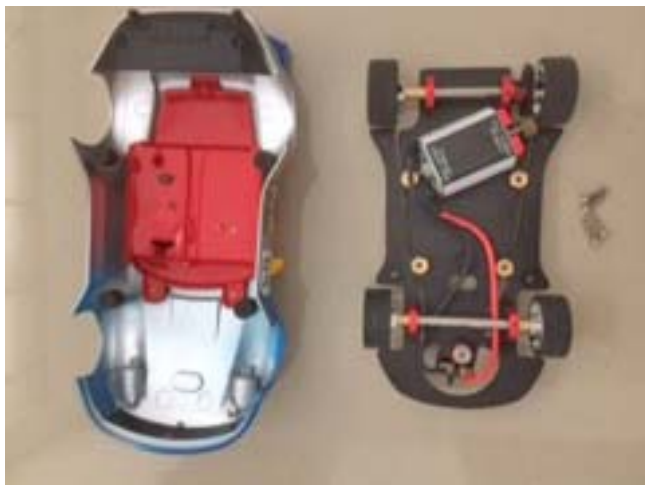
You also find a magnet and a deeper guide \Rightarrow





for racing on wooden tracks as well as a lovely leaflet, which on the other side of the leaflet it shows the details of the car.

The car has Alloy wheels front and rear, a floating aluminium chassis and ball race bearing.



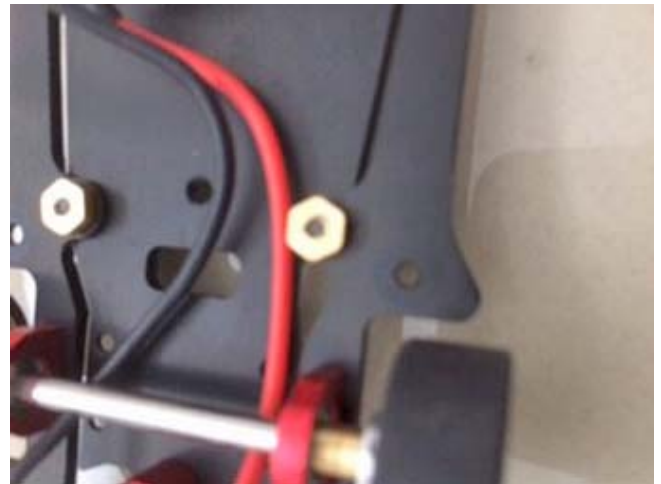
The underside of the car has a rear plastic underpan, with the rest being an aluminium chassis with angle winder motor.

The body is removed from the chassis by



removing the four long silver screws, the body mount points have a rubber bushing over them to protect them I presume, there is also the option to loosen the screws and provide some body float and movement for racing.

The picture shows the two motor mount screws that I had to adjust to get my gears to mesh properly.

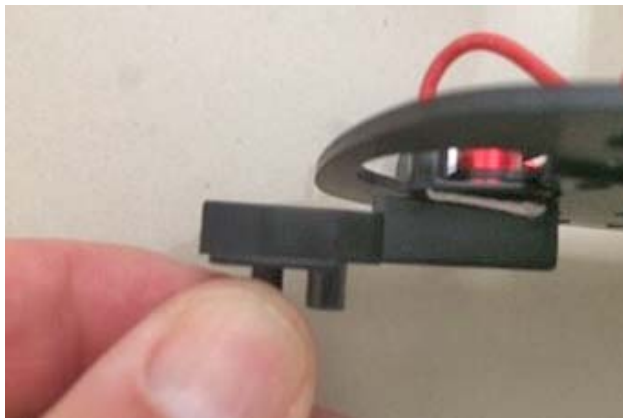


A close look at the nuts which you can loosen to allow more chassis float in addition to the body screws.

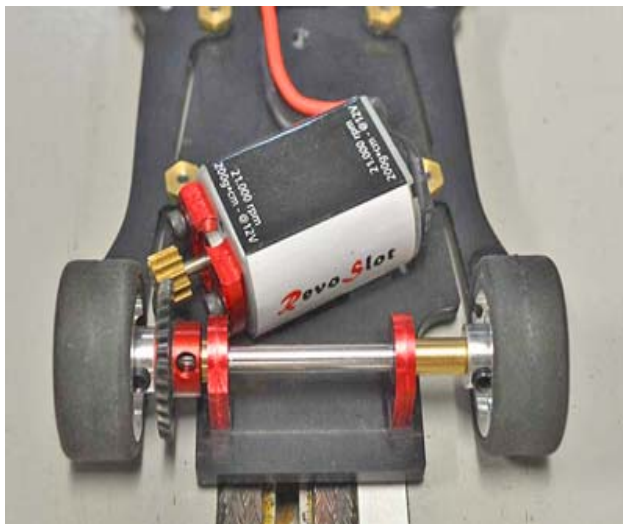
A close look at the Allen key which screws into the guide, you can also see the front axle mounts fitted with ball race bearings.



I have already fitted the deeper guide, it's about 2mm deeper than the standard guide and it is supplied with a spring which I have removed because the track I race at is very smooth. Sadly I won't be racing it for a few weeks due to work. The tyres appear quite hard compared to NSR



Ultragrips which are the normal tyre of choice at my local track. According to the leaflet air tyres are available as an option which I presume will be softer.



There is currently only the Porsche being made, but there are a number of different liveries and a white kit is also being released.

All in all this new manufacturer and the car promises much, time will tell and I hope to report back once I have tested it. My thanks also go to Pendle Slot Racing for the use of some of their images for this article. ■



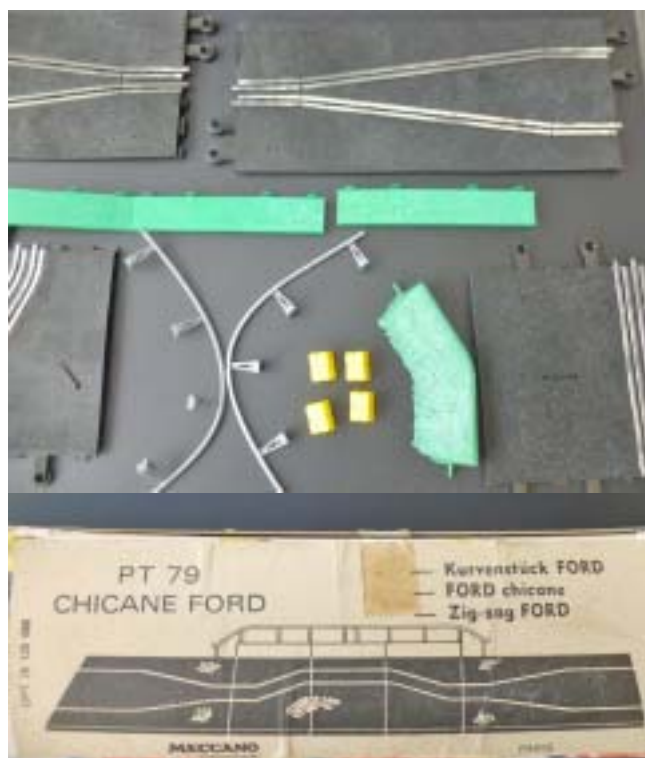
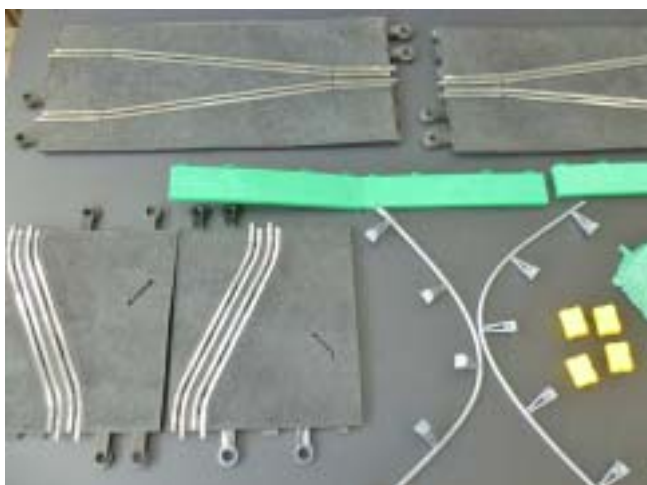


This month I thought I would share a few items I've seen which are a bit out of the ordinary.

Take a look at this, its labelled as a PT79 Chicane Ford, made in France by Meccano. However it actually is a Goodwood chicane, a very interesting difference in colour!



This is also a shop fresh example. Shop fresh for the people that don't know what that means, is it has never been used and therefore is as new as buying it from the shop today.



Notice the Grey barriers instead of white and the bright yellow hay bails and also the light green side pieces.

Another interesting item I found was these wooden speaker poles.





They came from a French dealer and the question is, were they produced in the factory? They are very well made, almost to good hence thinking its factory made.

If anyone knows if they did make these in France please let me know.

One other side of collecting is finding the old dealer display cabinets, this little SCX one is a mint example as this the other one. These are great for showing off your cars!

These tend to range in price a lot from £75 - £400 all depending on condition and if they have the original keys etc.

⇒





Remember it is all about condition when your collecting anything! I use this one for some of my Mexican cars, great thing being double sided

After still thinking about Goodwood Revival and one of the GT40s crashing hitting all for corners, thought I'd show you a few pre production GT40s I came across.



Also on show a lot at Goodwood are the Jag's, one of my most favourite cars of all time. If you go to Gaydon next year make sure you go and visit the new building it is full of Jag's! Last time they had a few legend cars!



Here are a few pre-production models: Really interesting colour difference in the light green version,



again when your considering adding to your collection always look out for these colour differences as in the future it could be a one off! Making it a pretty rare car.



Just thought I'd add this to the end of this month's article, the C3755 Volkswagen Panel Van, the C3755 Volkswagen Panel Van, Type 1b Porsche Racing Service Team Support Vehicle. This is a must to have in the collection, looks like you can only find them in Germany or Australia. Get one asap as they are already changing hands on the secondary market for more than the original prices, also a cool van!

That's all for this month, I have a few ideas for next month including original French and English spare parts and looking into Tinplates, Bye for now! ■





Doesn't time fly? Sorry, we won't start this month off again with that, I'll leave it for at least another two or three months, honest, so instead we'll just go with another month's ramblings and observations then, which I hope you will approve of?

Amato Chassis Design



Never heard of it before? Nah, nor me but think of all of the very trendy, state of the art, 3D chassis printing companies like “Olifer” for example and others like “Shapeways” and you are starting to get there, but the main difference here is that Angelo Amato is also catering for many of the older Scalextric cars from the mid to late ‘70s onwards, so think of the original Sierra Cosworth and Mini Clubman for a start, and then extend your thoughts to the TR7 and some of the F1 cars like the Ligier for instance and you are getting there.



So, having seen a few postings on Slotforum that raised my curiosity levels somewhat I decided to dig deeper and this is what I found, and to be honest it's opened quite a few doors in my “creativity world” as well as costing me a few quid as well (!) but I think it's been well worth it, and I just need the clock to slow down a bit now so that I might actually get around to doing something with all of the bits that I have purchased over the last few weeks. OK surprise of the year, here's one that I've prepared earlier! (Well I had to get it in sooner or later as the year is nearly over, isn't it ?).



But as you might expect, it isn't quite what Mr Amato was expecting, but you ought to know me by now, sticking to the rules isn't always the most fun, is it?

So, let me present my slightly modified MK1 Ford Escort, which actually makes use of the smaller of the "wide wheel arches" that Angelo has designed and prints himself and were originally intended to be used to modify a C122 Mini Clubman, but I'll be doing that one later, honest as the trouble is I hate to ruin a good car in order to create my (hopefully) "weird and wonderful" slotcars, and so I've had to wait until my "regular supplier" of all things "slotcar" (I hasten to add) could find me a crappy one to cut up, so many thanks as ever to my very old friend "Scrapyard Paul" Blows for this one then, which will hopefully pretty soon end up looking like Angelo's one.

I've also added running boards/ tread plates/ body skirts myself using nothing other than wooden ice lolly sticks from the £1 shop,

and then blended it all in (fairly) successfully with Milliput, as it gives you a few hours to mess with it in order to try to get it "right", but whilst there are still a few flaws if you look closely enough, as it's meant to be a race car then does it really matter?



Believe me or not, but this was actually my first time of doing flared wheel arches like this⇒





with Milliput, and it was easier than I thought, but with hindsight I think if I had started off with the same amount of Milliput on each one then they would have been more closely matched, but that's the lesson to put into practice next time, but Angelo's "printings" were the perfect starting point as they come out with very small "steps/ lines" on them which are extremely hard to get rid of by sanding, so the method is to fill them with filler or paint as Gareth (Chase Cars) has said previously, and then you are sorted, and once it's all blended in then the overall result is quite acceptable I think (note before you start, get yourself a small container half full of water and a dry cloth so that you can use them to smooth the Milliput and clean your hands respectively as you apply it, and I also wait for a few minutes before I start for the Milliput to lose its "stickiness" otherwise you end up with green fingers and wonder if you're turning into the Incredible Hulk!).

Despite them being on another level, I also thought that it fits in rather well with George



Turner's Hillman Imp and Ford Anglia that I've showed you recently, and on that basis I'm thinking of casting it as well as they like it at the Club it seems too (So please don't do one yourself George!).

So, if you fancy a go with Angelo's stuff then take a look on Slotforum or Facebook and you'll see what he does, but it is quite a big range to be honest and covers these for a start, and he's always updating the list, as if you follow him you will soon discover (E.g : Mini Cooper, Mini Clubman, Rover SD1, Datsun 260Z, Porsche 911, TR7, MK 1 Escort, MK1 Cortina and many more!).

The chassis are predominantly intended for Slot.it parts which you attach via their own standardised "pods" so that you can use whichever type of in-line motor you want, but angle winder's may be in the pipeline so that will add more variety as well once they come onto the market.

But, you know me, I wanted to use the





original components in some, so Angelo has also sent me some “clamshell” type mounts as well in order to facilitate this as the only trouble with the 3D printed stuff is that you can’t use “snap in” components, so clamping them together is the next best way to make it work, so that’s kept me happy as well then now (Thanks Angelo)!

Now, remember that Revell VW Beetle kit that I told you about a few months ago, well Angelo has also designed a chassis for that, so I just had to have one, didn’t I? Having screwed the chassis to the mountings, then you basically glue the chassis mountings into the body and



once secure then simply undo the chassis and it’s done (and no prizes for knowing that the screws holding it together are from some old cassettes by the way). So what could be easier than that then?

I’m also working on a TR7 one as well, but with that one you have to glue in a new body mounting post as well, but as Angelo supplies that as well, then how can you go wrong?

Prices start from £7 + postage so to me⇒



they're VERY good value for money, so why not take a look for yourself or drop him an email via angelo.amato@live.co.uk and see what he does in full?

George Turner News

Having just mentioned George, then let's take a look at what he's been up to in the last few weeks, and we'll start with his latest one, a widened MK1 Escort with massive wheel arches and side skirts, oh damn! But good job I'm only joking and if you're reading this George, then please concentrate on the DeLorean and pretend that you never saw mine, OK(Errr, what's that? There's been a change of plan? All will be revealed shortly? Uuummm, I wonder what he's on about there then?).



Ah well, one that he is doing though, but perhaps slower than me at times, is this Bedford CA van and that's quite appropriate as my old mate "Toyshop Alan" recently presented me with this one, which is a Corgi "Days Gone By"



one in 1/55 scale approximately by my reckoning which seems a bit of an odd size, but you could always include it on your layout and pretend that it is "very far away" as Father Ted once tried to explain to Dougal about the Cows as fans of the series like myself will remember. Never mind, once George gets around to finishing it, you could always do your own one in this livery and run it around your track etc, as nobody else will have one, will they?

Breaking News

Having recently suggesting to George that he ought to do an Austin A40, he's obviously given in to popular demand and has blocked out the beginnings of.....an A40! But as he says below, don't hold your breath:



Hi Graham,

The next model to be completed will be the Ford Pop which is nearly finished. In a fit of inspiration I have blocked out an Austin A40 after watching the Goodwood Revival. It will be quite a while before I manage to



complete any more on it but a few people have asked for it in the past. That said it will still likely be a financial disaster but it will be a blooming good A40.

The Bedford Van, as you can see, is a long way off also, but the artwork is done which is always a good sign as it means that I will eventually have to finish it.

Regards, George

So, another “gap” in the slotcar world is going to get filled then I know that VIP did one too, but that was many, many years ago now, and they’re not exactly abundant, are they?

Chase Cars News

It’s great to have Gareth back this month, and he’s also answered the one about the DeLorean as well if you read it all the way to the end, so over to Gareth now then for an update on all things going on in his world:

Hi Graham,

With the stuff I did for Slot Car Magazine I completely missed the NSCC submission last month, but I’m back again this month.



At last I’ve finished the UFO cars. The chassis build was straightforward as the real ones were based on a Ford Zodiac so I knew what length to make the slot car chassis wheelbase. The cars look incredibly wide (and really are wide at about 63mm) so I fitted the front and rear axles from one of my American cars. Unfortunately when it comes to allowing for a little suspension travel, steering and to get the cars sitting low, there was interference with the inside of the bodyshell and the tyres. A quick swap to the front and rear axles from the European cars and all was well again, which I suppose shows that these things work pretty well to scale.



It was great to get the cars on the track where they look really good, but you need to make the turbine “woosh” noise yourself.



For Paul Foster’s car I had real problems with the colour, I thought all was well because I asked for a colour match to the Morris Minor Million car which was lilac. Unfortunately the company that mixes paint into aerosol cans didn’t have that colour so I took a guess at a RAL number on a page from the internet, viewed on my dodgy monitor in a brightly lit office and chosen in a hurry. So, it was pink instead of lilac as it turned out....but I still built the car up so that I could take pictures for the assembly instructions, but I really couldn’t live with it being the wrong colour, so I had a much more careful look and thought RAL4009 Pastel Violet was about right, and turns out it’s much better!

⇒





And they look really good together. Truly a vision of an optimistic future of 1980, as seen from 1970.

I've been working on some different castings in the background which has brought me lots of grief and no gain yet, but it's also taken up a lot of time. I'd like to say I'll have more to show you next month but as it's been dragging on since June, my hopes aren't high.



A follow up from last month's issue - George Turner was canvassing opinions on Facebook about making a DeLorean. We had a high-powered executive meeting, just the top board members together to discuss strategy. The champagne flowed and the Lobster Thermidor was exquisite, so in the fug of port and expensive cigars we decided that I would do a DeLorean instead of George. It was all very amiable except that George sent the Royal Oscietra Caviar back - you can take the boy out of Essex but you can't take Essex out of the boy. It's in the early stages but should be good fun to paint and get to 88mph.

*Regards,
Gareth*

OK, so now we know what's happening, how about some more cars from the film then Gareth?

Dave Yerbury/ AA Bodies News

David says that there is a new model in the pipeline hopefully, but I'm not allowed to spill the beans yet, so in the meantime I'll show you how the Elan from last month is going and the news there is that it's not actually "going" as in "on the track" yet, but it is getting a bit closer, but you'll have to talk amongst yourselves or watch the TV for a bit longer please as one of the reasons that it's not actually got much further is nothing to do with me as the "Plastikote" paint that I used has taken 2-3 weeks to dry properly!



Honest , it has stayed "sticky" for ages, and on the bottom edges the paint was refusing to harden, so I ended up wiping it with some lighter fluid, which then took the paint off a bit, but after a few days / weeks in the sun then it's





Anyway, given that I forgot to prime the roof then it's actually turned out the same colour as the car, so all in all its turned out rather well I reckon, and also looks very MX-5 like to me from some angles, and once I fit these wheels properly that I recently gained in a job lot of stuff that I bought off a friend, then it should look rather nice we reckon.

AA Bodies Latest Release Is Announced

almost ready to handle without the risk of leaving fingerprints in it (I'm not sure why it went like that, but the tin was several years old, but now it's all gone then I'm in the clear, hopefully).

I did pluck up the courage to trim the roof though so that I could paint it in the same shade as the car but for once I actually had my brain in gear and remembered to mask off the INSIDE of the hard top as well as the outside as you can never tell where the overspray will end up!

However, having successfully cut the curve for the door in one side I then completely missed that on the other side which resulted in there being a bit of a large gap between the side window and the top of the door, so after much ***** etc. I then decided to cut out the side windows so that you wouldn't ever know, unless I had told you, and fortunately another successful "bodge" was born, and added to the master list (In case you wondered it's in at number 37)!



I have just had these amazing pictures from David of his latest creation, which is a WW1 Tank apparently that's been motorised and entered in Le Mans!

Back to the Future now and it's actually a genuine Cadillac that was re-bodied in a very streamlined way and entered in the 1950 Le Mans race, and the French ended up calling it "Le Monstre" according to the website that I've just been reading called "The Revs institute"⇒





and that's a very good name for it indeed I'd say, so if you fancy having a slot one then please talk to David as we reckon that it should be available by the time you get your Journal.

Tips Of The Month

OK, let's have some food related ones for a change then given that the world seems to be going mad again over some cooking program, even though I fail to see what all the fuss is about to be honest!

1. Use pieces of Styrofoam Pizza bases to make interiors for your cars as they are very lightweight and very easy to trim. I actually used to use them for the bulkheads in those Transit Vans that I used to convert into Slotcars, and I've also used pieces of the black plastic "trays" that slices of ham etc. come in from some supermarkets for interiors as well you basically just need to peruse the fridges to see what packaging could be useful to you I find.

2. If you want some very easy Union Jack flags for your layout scenery then just buy Tesco Milk and you get a free one every time! As they say, "Every little helps" I guess.



3. Back to Pizzas, but this time "Pizza Hut" specifically, although it also works with other brands, and some of them are round. If you want some handy drinks tables for your layout then how about these cut down box supports from the larger pizzas that you can buy, and they even come ready logoed, I cut these down to 28mm high, but it's up to you how much you cut off obviously. But if you don't eat Pizzas then you'll just have to buy the Slot Track Scenics' ones instead, as they are a lot better, but I'll leave that up to you.

4. In case you missed it last time, and I think it's the best one to be honest, use the "tea dust" that you find in the bottom of the tea bags box as rust on your rat rods etc. as it looks really authentic we reckon, and again, it doesn't cost you anything, but having been asked to expand this "tip" into a full article based on 30 shades of rust : which brand to use for which shade etc., then sorry, but I'm going to decline and have a cup of tea instead John!

And Finally

Don't forget that the 2017 "Festive Slot Car Market" (or the Coventry swapmeet as we all call it), is on once again on Sunday 3rd December, and will be here sooner than you think, so I'd better get on with sorting my stuff out otherwise I won't be ready, but the plan is to try to downsize my unsold resin stuff a bit, so there might just be a few bargains if you are able to attend, so until next month, good bye! ■

Do You Remember?

By Richard James

Do you remember? No I'm not reciting the lines of the Marillion song for those that do remember, but a few years back there was the Scalextric Roadshow. An articulated truck with a track and shop/product display in the trailer that appeared at places like Donington (the first Slot Car Festival) and various events and race tracks promoting the brand. Then it disappeared from the circuit.

Fast forward to a recent slot event in Sandwich (which you will no doubt have seen a report of previously in the Journal), which my good lady, Trish, and I used as an excuse (well I did anyway) for a weekend away in sunny Kent. This was also a chance for me to "do" the Historic Dockyard at Chatham, something I have hankered after for a number of years but never got round to.

Now as an aside I can thoroughly recommend this to anyone with an interest in any form of history from Tudor to recent, military, maritime, social, architectural, any. And with ships to

explore and interactive stuff etc a good place to take young ones (though probably not too young). Be warned though. Don't plan on an afternoon stroll through time. We spent the Friday afternoon, the Monday morning on our return journey and I reckon it will take at least half a day again to take most of it in not to mention Amherst fort. But back to the point.

As we drove into the Dockyard my eye was caught by a familiar sight. Something I intended to follow up but after such a busy, informative afternoon it slipped my mind till we were leaving. Never mind we had already decided we were going back on Monday as the tickets were valid for a year.

Monday morning back to the Dockyard and first call was an establishment called Regal Models. We had a wander around outside and, more to the point, inside where there is a good selection of models, including a selection of Scalextric. We then had a chat with the lovely lady in there which, having blown so much at →





Sandwich where the “only one car I want” turned out to be five and not all regular off the shelf Scalextric cars at RRP if you know what I mean, meant a chat was about all I could afford.

Apparently, and interestingly, Regal is primarily a truck rental business with a model shop as an aside and having chewed over the sad state of Hornby, their unhelpful attitude to their trade customers and illogical product decisions we got around to the Roadshow truck.

Regal bought the Scalextric truck a few years ago with a view to eventually renovating the trailer interior as it has suffered over the years. Sadly it will most likely be used as a static summer attraction at their premises rather than appearing around places but at least it will be being used to good purpose and not scrapped like Hornby seem to be doing with most of the history still in their possession.

So if you are in the Chatham area or go to Chatham dockyard be sure to stop in at Regal just as you come off the main road entrance. It

is a proper model shop, a rarity in this day, who only sell limited things online (Pocher for one) and are very, very friendly. You will see the Scalextric truck in the yard behind and be sure to spend some pennies (unlike me) and ask when will they get the Roadshow truck open again?■



U is for UAZ, Uirapuru, UMM, Unic, Unimog, Unipower, Unique Autocraft, Unique Fabrication, Unique Motorcars, URO, US Fibreglass, US Gullwing and UVA.

Ulyanovskiy Avtomobilniy Zavod, or UAZ for short, were based in Russia and used to be the largest lightweight four wheel drive Jeep-type vehicle manufacturer in Eastern Europe. Worker's conditions were harsh from 1941 when the factory was established with 16 and 17 year-old boys and girls working 14 hour shifts. Since then UAZ's have been assembled in Belorussia, the Ukraine, Egypt, Venezuela, Vietnam and North Korea.

Uirapuru of Brazil made the Brasinca sports car from 1965 to 1968 which was unsuccessful despite it's 4.3 litre Chevrolet engine and parts.

Unico Metaló Mecânica (UMM) of Lisbon was established in 1977 to build four wheel drive vehicles. The Portuguese Army helped develop military versions of UMM cars. Japanese competition led to closure of the Company in 1995.

Georges Richard started Unic in 1905, having previously made Richard cars with Henri Brassier. Smaller engined Unics became most popular with Taxi operators, due to their reliability and spaciousness, with the two litre U4 capable of 75mph in 1937, and the three litre U6 could reach 87mph. Truck production took over however, and the U4 and U6 were the last Unic cars made.

Unimog was not a manufacturer as such, but an extreme off-road utility truck project initiated in 1948 by Boehringer and continued by Mercedes-Benz. Over half a million Unimogs have since been made, including the Fun Mog sports truck, and a Unimog achieved a Dakar Rally win in 1985.

The first aluminium Unipower car was

commissioned by racing driver Roy Pierpoint, built by Andrew Hedges and then the project was taken over by forestry tractor manufacturers Universal Power Drives, with a fibreglass body from 1966 until the final Company, Unipower Cars Ltd, closed in 1970. Regarded as one of the best Mini-based cars ever made, the Unipower GT looked not unlike a Mini Marcos.

Unique Autocraft built 'Python Roadster' Cobra 427 copies, with Jaguar suspension and a choice of engines. Unique Fabrication also made fibreglass Cobra copies, with Ford or General Motors V8 engines.



Unique Motorcars was yet another Cobra copy manufacturer in the 1980's, with MGB front and Jaguar rear suspension coupled to a V8 engine via a square-tube chassis.

URO (UROVESA) launched in 1981 and made off-road field cars that looked like, and were virtual copies of Hummers. US Fibreglass made their only sports cars in 1956 with a body made from, yes you've guessed it, fibreglass.

US Gullwing used fibreglass too, to make copies of the Mercedes 300SL, receiving praise for accuracy in 1981. Even Mercedes themselves had built some of the originals from fibreglass. Mercedes Racing Manager Rudolph Uhlenhaut had a coupé version of the 300SL with twin exhaust pipes on the passenger side, that was capable of 136mph in fourth and 180mph in top gear. Only two such cars were completed. ➡➔



UVA were not a glue, but Unique Vehicle and Accessory Company Ltd, who made British kit cars from 1982 including the Bullet 150mph motorcycle engined three-wheeler, the Montage McLaren M6 GT copy, F33 Can-Am, and Fugitive rail-style Baja buggy.

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

Oh, there aren't any. Never mind, as Mercedes made a few cars with gullwing doors, let's have a Mercedes Top Ten instead:

1. MMK Mercedes Porsche Transporter £528.15 (222635374526).
2. Slot Classic Mercedes 300SL Le Mans 1952 Undisclosed offer above £225.00 (222641913692).
3. Jouef Playcraft 1/43 Mercedes 300SL plus two E-Type Jags £225.00 (263172804128).
4. Airfix MRRC Mercedes 154 built kit £160.00 (222648186188).
5. GTM Pro-built Mercedes W196 GP £159.99 (352061074277).
6. Scalextric White Mercedes 250SL with Black Roof £150.00 (401383172246).
7. Top Slot Mercedes Benz 540K £150.00 (112552710005).
8. Slot Classic Mercedes 300SL Spyder £149.64 (222618918926).



9. Cartrix Mercedes W196 Fangio £149.51 (112532024610).

10. Scalextric Brown Mercedes 250SL with White Roof £147.00 (112541455212).

I wasn't expecting a Transporter to be in number one place, and I was even more surprised to read from the seller of item 9 that apparently the Cartrix W196 is the Holy Grail of slot car collecting. And there was me thinking it was either the Vintage Scalextric Bugatti or James Bond Set.

I do quite like Mercedes though, so at the risk of being called a Tart, let's carry on:

11. Carrera Digital 1/43 Mercedes/Ferrari F1 Set £125.48 (132211416566).
12. Top Slot Mercedes 300SL Roadster 1958 £120.00 (122687309723).
13. Cartrix Mercedes W156 Karl Kling £117.11 (302448047562).
14. Top Slot Mercedes Benz 196S GP Undisclosed Offer above £103.36 (122632216978).
15. Slot.it Mercedes Sauber C9 Le Mans '87 £103.36 (231804592250).
16. Scalextric ARC One Mercedes Petronas Vs McLaren F1 Set £99.99 (162609795426).
17. Fleischmann Mercedes-Benz 280SL Pagoda without roof Undisclosed Offer above £81.00 (253056232525).
18. Scalextric Mercedes 300SL & D-Type Jag 1955 Twin Set Undisclosed Offer above £81.00 (142503946485).
19. Scalextric Mercedes 190SL & Spare Race-Tuned Body £81.00 (192290490266).
20. Faller HO Motor Sport Mercedes and Opel Set £80.00 (253112798996).

I was disappointed to discover a Scalextric Mercedes 300SLR I picked up at the 60th Anniversary swapmeet in Sandwich had no



internal wiring between the slot guide and motor, so there was no way it was ever going to work without some serious surgery. I was lucky to discover the required wires and contacts were available amongst the limited spares available on the Scalextric website. I had to replace the damaged contrate too. Then I discovered only one of the headlamps and one of the rear lamps work. Oh well, no wonder it seemed like a good price at the time. One of the great advantages of Scalextric cars over other brands, and a contributory factor in their survival over the years, has been the interchangeability of parts, and availability of spares. Long may this continue. Other makes have too often been throw away toys that have been more difficult if not impossible to repair due to a lack of interchangeable or available parts. Such makes have fallen by the wayside and disappeared over the years as a result.

An essential tool, of course, is the soldering gun. Before my parents responded to my surprise request and bought me my Weller Soldering Gun when I was 11 years old, I remember attempting to join wires to motors by just twisting them around the motor tags and guide blade mounts, with limited success and more than a little sparking. No wonder our next-door neighbour complained about the interference on his TV when I was running my cars!

Monthly Worldwide eBay Top Ten

1. Scalextric Jadlam Digital Set with 6 Cars £1,449.95 (400857859896).
2. Scalextric 124 Lotus Indy Undisclosed Offer over £1,000 (112562708810).
3. Scalextric Digital Joblot (43 cars) £872.21 (122691371519).
4. Mila Miglia 1/24 Cougar II £738.31 (142487861437).
5. Slot Classic Seat FU-1800 Undisclosed Offer over £558.00 (222641917460).
6. Scalextric Jersey Police Car "15 Police Cars Included" £530.00 (332356628482).
7. Scalextric White Auto Union £530.00 (282637988612).

8. MMK Mercedes Porsche Transporter £528.15 (222635374526).

9. Aurora HO McLaren F1 Watson £516.08 (232450699908).

10. Racer Fiat Bartoletti Scuderia Ferrari Transporter Undisclosed Offer above £498.36 (263166994409).

A good showing by both vintage and modern Scalextric cars in this month's top ten. Item 6 is a bit mysterious, as the listing said it included 15 Police Cars, but it was unclear whether they were all the same or if it was an assorted collection. Transporters appear to be making a comeback too, with two different types in this month's top ten.

Holy Racing

We spent an enjoyable weekend this month setting up a six lane Classic Scalextric track in our local Church to support our Village Festival, and raise a few pennies for the Church funds. It was an excellent opportunity to sort out the good from rusty track in the loft, (I later sold the rusty track on eBay), and test out my valued but not⇒





too valuable cars in preparation for them to be driven by the novice young drivers who were queuing up to race by the end of Sunday morning's service. Thanks to eBay I was able to replace the only major damage that ensued, a rear wing for a Jaguar XKR that was launched into oblivion by a young driver who failed to realise they had to brake before the first bend. Best performing cars seemed to be the Audi TT's and Porsche and Jaguar Le Mans cars, while my Rover SD1's had a good outing too.

Hornby Express

Do you remember Hornby Express Magazine? When the first issue was published in May 1976, the new magazine tried to be all things to all men, and included a feature or two on Scalextric amongst the trains and planes. These included a feature on up and coming pop group Kenny. I hope 1976 was as big a year for them as they hoped it would be, but suspect their wish of having more time to race their Scalextric cars instead of touring is more likely to have come true.

In the same issue, presumably in an effort to keep the balance equal between each branch of modelling, was a review of the book *Simple Electric Car Racing* by Vic Smeed. I was impressed by the review, so tried to obtain a copy



of the book with no success. In the end I wrote to the publishers, and was amazed to receive a letter back from the great modelling author Vic Smeed himself, holding out no hope of obtaining the book, and saying they were mystified why Hornby Express should have chosen to review *Simple Electric Car Racing*, as it had been out of print by then for many years. Indeed, there was no mention in the magazine that Vic's book had been published way back in July 1965.

Many years later, and thanks to the internet of course, I now find I have two copies of Vic's book on my bookshelf.

BFM Sighted

Finally, at Bearwood Scalextric Club this month, there was a rare sighting of the BFM (Big Friendly Marshal), or should that be BFG (Big Friendly Graham?). Slightly larger than 1/32 scale, rumour has it that he was attempting to rectify an electrical fault on the Blue Lane, probably due to somebody having a screw loose.

Various suggestions were made as to how we should clear the fault, from pushing a car around the slot, followed by a screwdriver, and lifting individual track pieces to discover if there was a piece of conducting metal hiding underneath.





Also, was the welcome rare appearance of John Eaglesfield, here seen photo-bombing Graham Pritchard, on the same night that the fault occurred purely a coincidence? Who knows?

Thankfully such faults are few and far between at Bearwood, as we race using an analogue classic track system, and not one of those new fangled digital set-ups. Memories of John's Scalextric Club in Birmingham in the 1980's came flooding back as we raced together once again, with history repeating itself as John made a good start thanks to me over cooking it on one of the first bends, then I steadily and stealthily gained ground to overtake him just before the end of the ten lap race, much to John's disappointment and my relief. As John used to say in the eighties, "that's the way the cookie crumbles!" ■