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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President

Am I Going Over To The Dark Side?

This month I have a confession to make folks, and that is over the last three months or so, I appear to have bought more Airfix kits than slotcars, there I feel better now for admitting that one and getting it out in the open!

Not sure whether this is a sign I could be losing some interest in the world of slotcars or perhaps, more likely I have now found something else which I enjoy collecting and reliving my youth!

Of course there are a couple of big plus points I have discovered with this Airfix collecting (and yes I have also built a few to date) and that is, firstly they are a lot cheaper to collect than slotcars and secondly they are a lot easier to obtain, particularly at sources not confined to the interweb, or proper shops to you and me!

I have recently made a number of purchases at car boot sales and also during days out at the recent Dorset Steam Fair and also English Heritage sites (think Dover castle!).

So my study/ play room really is starting to resemble a toy shop from yesteryear with various slotcars, Airfix kits and other "toys" on all available shelving and any other flat surfaces much to Denise's annoyance (she likes to put "stuff" on the same flat surfaces if available!) and of course the kids and in particular Ciaran cannot understand why I have so many slotcars that I do not use and now Airfix kits I do not want to build. He has however pointed out that at some point in the future all of these could become his on my departure from this mortal coil and thus will be used, he will learn I hope before then the worth of original packaging.

So in a way I am glad summer is almost over and thus the swapmeet season returns, so I may again resume my collecting and talking to similar individuals before this "madness" of Airfix gets me terminally and I consider turning my back on this hobby for ever!

Oh and I have also again started buying books on various wars and in particular the aircraft and tanks used in them, so another diversion, is there any hope doctor?

Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

Buoyed by my meeting with Ricky Black last month, and with plenty of images available, I decided to embark on this instalment the very day I submitted the August report: that's not something that has happened since Adrian kindly gave me access to the demonstration room at the old Margate facility. Before I detail the new models, I can bring news from the website.

Updates have been a bit sporadic for the last few months, with the "This Month at Scalextric" often being out of kilter with other sections. In the middle of August, the 60th Anniversary page had reverted to showing just the "10s" release with all other models (now all revealed) greyed out and the monthly highlight was the E-Type. And then, things got worse!

Although the site was reinstated later in the day, the Monthly update remained a month out of date: the 60th Anniversary page seems to have



lost status to the specially packaged, collectors' series. After a few wrong links, I finally rediscovered the model to represent the 1950's.

60th Anniversary

I've already had mails from members disappointed by the selection of the Maserati 250F, C3825A, to complete the range. A specially decorated tin plate version, as released as C2929A ten years ago, might have been a better representation⇒





of the beginnings of slot cars as we know them but alas it wasn't to be. Either the bean counters barred this route or the current marketing team were unaware of the opportunity matching the 50th Anniversary tinplate Ferrari with a comparable model a decade later. It's slightly ironic that the Maserati carries a race number depicting the celebratory period of the other Italian release. It may be a missed opportunity or it could be



that Scalextric are one step in front and are already planning an even more special twin-pack, tinplate set as a final send-off to their 60th year to be given away to all attendees of the Hornby/ NSCC Weekend!

New Releases



Even though I now have re-established a rapport with Scalextric, I still have no better knowledge regarding when each will appear in the shops or at traders. The best estimates are probably from those given against each model on the website





or, if already available, on the New Arrivals page. Of last month's Jags, for example, the Bob Jane car, C3890, isn't due until December, the Union Jack roadster, C3878, in November but the 1960's anniversary car, C3826A, should be with us slightly earlier, in October.



AMC Javelin

So, having seen the following in July as approved models, they should all be with us this year. Actually the #1 AMC is already available. C3875 represents the Javelin of George Follmer in which he won the Trans Am championship of 1972. For that year the factory team was run by Roy Woods Racing with the team principal driving a second car, in similar livery, carrying race number 1. Despite the intervening years,

the car retains its 1972 livery so the Scalextric model represents it accurately both as it was in the hands of Mr. Follmer as well as it is raced today by the current owner, Stephen Sorenson.

It is shown here alongside the earlier release #6 Javelin, C3731, as driven by Mark Donahue in the same series at Watkins Glen in 1971. I reported on this earlier version in February, it being a late-running 2016 model, but it has already vanished from the Scalextric website: not even shown as being sold out. Scalextric are somewhat limited in their available liveries for this car as, added to the fact that most are in similar variations of the factory red, white and blue scheme, some racing examples are of the earlier bodysell. To emulate these would not be as simple as the obvious revisions to the grille as changes would also be required to the body shape: maybe a compromise would be acceptable?

720S

Two versions of the McLaren 720S are expected in December. Both will be road cars: Azores→→





Legends Series



Orange, C3895 and Glacier White, C3982. Doubtless they are accurate representations of this latest supercar but alas they are not race cars: they actually look as though they belong to a budget £100 race set but with clear glass and interior added accidentally. It's a shame that Scalextric didn't create their representation with the rear wing deployed which might have helped migrate it from SR to HD territory. Hopefully a GT3 version will be developed soon which will permit Scalextric to modify their tooling in order to produce a real track burner with a huge rear wing, wide arches and an angle-winder chassis. Dreams?

The Dutch Grand Prix of 1970 will probably be remembered for the death of Piers Courage when his De Tomaso-Cosworth, entered by Frank Williams, crashed, rolled over and burst into flames, trapping the driver. The same race also witnessed the first victory of the Lotus 72, driven by Jochen Rindt: hardly the auspicious occasion that it might have been. Further down the field, John Surtees finished in a credible sixth place, having qualified in 14th place, albeit one lap adrift to collect the final point. Added to the two points achieved in Canada later in the year his final position for that year's season was a lowly 18th, a long way from his 1964 World





Championship. However, those later points and those of the following year were achieved with a car bearing his own name: the range of Surtees cars continued through until 1978. Now, there's a range of cars sparsely represented as slotcars.

Scalextric continue to add to the “Legends” range of historic models: last year's releases are still listed with two more adding this year: the

Lotus 72 of Ian Scheckter, C3833A, shown a few months back, and this one John Surtees' McLaren M7C, C3834A. It was certainly a significant car in the development of F1 cars, with a rather special driver, so undoubtedly deserves a place in this range. However, there have now been quite a few of these released with differences limited to rear wing configuration and livery. Whilst this may not be the most



popular variant it may well be the last as the options for future releases are somewhat restricted to race number changes.

The colour of this release is that of Team Surtees before it adopted the colours of its sponsors the following year. Sporting a much lower rear wing this model is far more suited to track action than the versions included in either of the twin sets, C3589A and C3544A, with their horrendously high aerodynamic aids. The engine detail is also robust enough to survive most off track excursions whilst maintaining a modicum of delicacy expected of these “Legends” models: the goal of trying to mollify those collectors that demand accurate shelf queens in addition to those that wish to emulate period racing has been admirably satisfied. An afternoon spent picking out details and dry brushing the highlights would transform the mouldings into a very acceptable representation of the real car.

The Asda Set

In a couple of months’ time I hope to be able to bring a review of this year’s sets, principally as they generally include cars which, although similar to solo releases, have been modified to create unique versions. For now, as a small taster, I can bring information on a set exclusive to



Asda. The listed price of £120 certainly precludes it from being a bargain, it has the same track ingredients as the “Super International GT”, “Le Mans” and “Mini Challenge” sets, C1369, C1368 and C1355 respectively, which are listed by Scalextric at £80, £90 and £100. Maybe the two Astons represent a premium over either the Start LMP clones or a pair of SR MINIs. Oh, a diversion has to creep in here: one of the MINIs is that of our very own Adrian Norman, organiser of the recent Ramsgate Swapmeet. For those that were unable to attend, he’s recognised your disappointment and has already begun plans for 2018. Don’t miss it a second

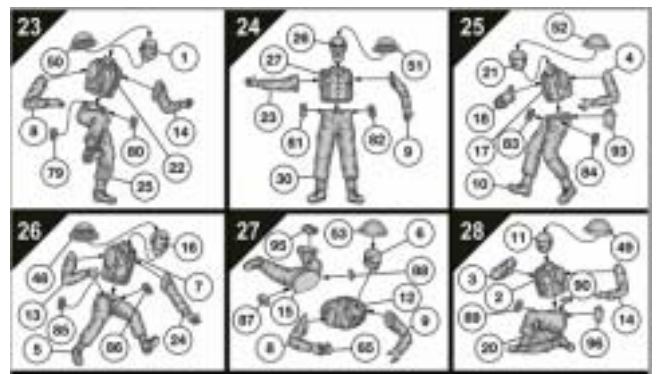




time as it proved to be a very enjoyable day with plenty of bargains available and opportunities to try any acquisitions on several challenging circuits. So back to the Asda set: 4.8m of track, kiddy controllers, lap counter but, with only 90-degree radius 2 curves, a limited number of layout options. However, the attractive element is the inclusion of a pair of Aston Martin Vantage GT3 road cars, hence the set name: “Super Velo-City”. I’d certainly fancy a GT3 spec Aston as a road car! Presumably these can be dismantled and reconstructed using clear glass and full interiors from a High Detailed solo release. It may be too expensive now but, if previous special sets’ pricing is repeated, it is likely to be offered at a reduced figure anytime soon. Now, for £60 it certainly would be a bargain so If the price drops as anticipated, I’ll investigate and report.

Online

Airfix have gone one better than either Scalextric or Hornby by publishing two regular online blogs,



one covers the progress of design and prototypes, as with the other brands, but this is augmented fortnightly by reports on real aircraft and air shows. Identified as “Blog – Aerodrome” within the Communities section of the Airfix site, it’s certainly worth a read: the aircraft photos alone are stunning but supported by comprehensive facts and histories it presents an absorbing read.

Despite the kit manufacturer’s normal association being with model aircraft and an ongoing investment in new tooling, this month’s bestselling kit has been a 1/32nd 17 Pounder Anti-Tank Gun complete with six crew figures, first released in the 1980s. Maybe market research isn’t the Hornby group’s strongest skillset? However the gun crew could provide useful models to create spectators or drivers with a little modification but I’m not sure of an appropriate way to employ the gun: believe me though, I’m considering all options!

So hopefully more news to come next month after a visit with Ricky, and production returns post summer break. ■





Welcome to the September 2017 Carrera Corner. We have news of five new 1:32 scale Evolution cars.

CA27554 Ford Mustang GT

This is another version of the iconic Mustang. This latest model is finished in silver with a black bonnet, with race number 29. The release of the Ford Mustang led to competing American carmakers to release similar vehicles of their own, such as the Chevrolet Camaro, Plymouth Barracuda, AMC Javelin and Pontiac Firebird. Many competitors shared similar traits: cheap price, long hood, short deck, wide potential for customization and appeal to young people.



Ford's grandfather of all ponycars featured in motorsport challenges from the beginning and was very successful at stealing the prey of the large sports car manufacturers. A powerful V8-engine in a relatively compact Mustang always had a good chance of podium spot. The model was available at the time of writing for around £32.99 from your favourite supplier.



CA27557 VW Beetle Group 5 Race 4

The original Beetle is of course, the longest running and most-manufactured car of a single platform ever made. This model is the VW Beetle "Group 5" Race 4 of "Beetle Union Germany." Carrera have produced versions of the Beetle previously; this model has stunning black paintwork which features a nicotine-free version of probably the best known paint job in the whole of motor racing. The 1:32 scale analogue Evolution VW slot car is an impressive, faithfully detailed reproduction which can be upgraded for digital racing. The model was available, at the time of writing, for around £32.99 from your favourite supplier.

CA27545 Mercedes AMG GT3 Haribo Racing

Carrera have produced versions of this Mercedes before, this model is finished in black with race number 88. The car is powered by a V8 induction engine. Against the all black bodywork the Haribo gold bears are quite striking. It was a Mercedes-AMG year at the



Nurburgring 24 Hours in 2016, Mercedes-AMG GT3s finished first, second and third. These new GT racers from Affalterbach dominated the race from start to finish. The teams were Black Falcon, Haribo Racing Team, HTP Motorsport and ZakSpeed. Haribo Racing Team with the number 88 Mercedes-AMG GT3 of Uwe Alzen, Lance David Arnold, Maximilian Götz and Jan Seyffarth locked the full podium for Mercedes-AMG with a P3 finish.

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. ■



Disney

There are also a couple of Disney cars now available: CA27539 Lightning McQueen in red and CA27540 Cruz Ramirez Racing in yellow. These two nifty racers are from the new Walt Disney Pixars Cars 3 film.

I hope to have more news from Carrera next



Ciao everyone and welcome to this month's edition of Forza Slot.it. I have been fortunate enough to spend some time at home for a few weeks but it looks like all the slot manufacturers have been/ gone on holiday for the last several weeks! I suspect that many/most of you subscribe to some sort of email newsletter, forum, Facebook, or whatever and these too have been very quiet on any new releases. In fact, even a well know slot magazine that I subscribe too, like you maybe? Has a large article on real cars (made in slot form of course!) that is very interesting which I suspect is due to no slot information being available – ho hum!

OK, on with my Slot.it/ Policar news for the month and....nothing, that is it, short and sweet eh! Well it was until I was saved by a last minute email the day before Jeremy's copy deadline! Not much to say except it is another excellent Porsche 962C KH. As I have mentioned many times in these pages I am a rather large Porsche fan, not Audi! And so another one of these in my collection is probably very high on the

(plastic) cards in the very near future. It is SICA17e Porsche 962C KH #17 as driver at the 24h Le Mans race of 1991. The peddlers on that day were Oscar Larrauni (Argentina), Jesus Pajeja (Spain) and Walter Brun (Swiss). Perhaps not the most illustrious racing trio to ever grace Le Mans but what a superb livery Slot.it have chosen this time in the form of Repsol. Staying with the drivers for a moment and I do not remember Larrauri driving in F1, but he managed twenty one races apparently. As for Pareja, well he was a winner of the Le Mans GT2 class in 1994, missed that one, but I have heard of Walter Brum who in this year was running his own team, obviously as the team was called "Repsol Brun Motorsport" but he was also involved in creating the EuroBrun Formula One racing team, which I do remember. Mind you, I don't recall them being that successful and EuroBrun only lasted a few years.

Sticking with the race for a moment and that year Repsol Brun Motorsport ran two cars



Porsche 962C KH

#17 - 24h Le Mans 1991

© O. Larrauri, J. Pareja, W. Brun



with our featured car finishing a very respectable 10th overall in the C2 class but the sister car #16 was classified as 25 with a DNF. This car being driven by Harald Huysman (Norway), Robbie Stirling (Canada) and Bernard Santal (Swiss), but at least I can say I have heard of two of those drivers before! However, on the day the race was won by the mighty #55 Mazda 787B driver by Volker Weidler (German), Johnny Herbert (UK and I have been driven by him round the infield track at Rockingham Raceway in a touring car, what a man/driver and a real hoot! Many years ago). Then there was Bertrand Gachot of F1 fame and a quick spell in a UK prison during 1991 for a bit of illegal CS gas spraying when he was in a slight disagreement with a London taxi driver. And this is currently quite topical as I write this because whilst he was in the chokey, one Michael Schumacher replaced him at Jordan GP for the 1991 F1 Spa GP which is this weekend! Anyway, Slot.it have immortalised the Mazda in the form of the Le Mans winners collection series, SICW06 that is a must have as far as I am concerned as it is such a fabulous win for Mazda. To date, it is also there only win, but

the Slot.it model of the car is a little beauty so if you haven't got one in your collection already then I urge you to go and find/buy one ASAP!

Still, back to the latest Slot.it Porsche in Repsol colours which, as I mentioned previously, is very striking but slightly unusual as Repsol are way more famous for sponsoring motorbikes. Repsol are a very well know Spanish energy company who have been sponsoring the Repsol Honda MotoGP team for more years than I can remember and who often have a Spanish rider as MotoGP/ motorbike racing in general is way more popular than car racing. There has been a slight exception with F1 for a period with Fernando Alonso, Pedro De La Rosa and lately Carlos Sainz Jr. but really motorbikes are still the No.1 motorsport for Spain. Anyway, I for one am glad that Repsol did decide to sponsor this car and hope that, in time, Slot.it produce the sister #16 car as I do like my teams!

Now one more slightly tenuous slotcar connection before I go. I have been doing a lot of decorating around the home these last few weeks (as wife V1.0 "insisted") and something I have been using to great effect is masking tape⇒⇒

called "Frogtape". Ahh, now what has this to do with slotcars eh? Well, I have been building, spaying and painting "stuff" for my scenic layout over many months/years and trying to get sharp cut lines has been very hard/impossible for me using other tape I have experimented with. Often I have been left with trace marks of tape residue as well which is a real pain to remove after the fact. So, I was using this masking tape and it has produced very good results (with no residue) as long as I have stuck it down correctly and removed it carefully! Therefore, the next time I am going to spray

paint something I am going to give this stuff a try. The yellow lid/tape is for delicate surfaces and the orange is for gloss paint. I'll let you know how I get on at some point.

That's all for this month from me and hopefully I will have more information next month when the slot manufacturers get back from their two month holidays! My continued thanks to Terry at Gaugemaster for his fantastic support of the NSCC and likewise to Slot.it/Policar for any additional news via email. Ciao and arrivederci till next month. ■

COLLECTOR'S CORNER

BY MARTIN HEAPS



For this month's article I thought I would give you an update on a few new pre-production items that I've seen recently.

As I said in my last article pre-production is a great subject to collect. Over the years there has been some super cars, with some great colour variations.

I came across this not too long ago and what I would think is quite a rare example of the new, soon to be released Mad Max car .



Note the extras are still on the spur. I cannot wait to see the finished car in the flesh. While on



the subject of Mad Max cars, I notice that Germany and Australia have had a delivery of a new second batch of the first release cars.

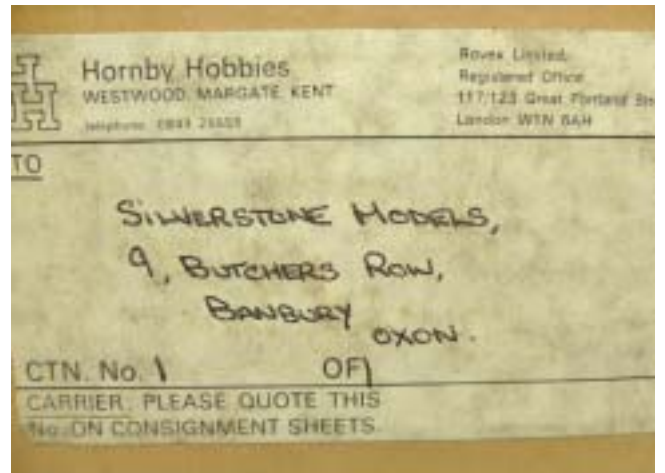
I was speaking to a friend of mine in Australia and he mentioned that the second release has a green end bell motor different to the first global release.

Next up was this really interesting car. I believe this was done, as a special for a Hornby employee his nickname was "Wing Commander Oliver"





This is such cool looking car and superbly finished.



On the subject of Hornby, this rare prototype of the Porsche Turbo came from Hornby to Silverstone Models (cool name). Note the spelling mistake on the complements slip, very interesting that Hornby would send this to a retailer.



Volkswagen is one of my favourite brands as they produced cars such as the Beetle and Camper. Which are two of the most iconic cars ever produced.



This example of the Beetle is really interesting, the main thing I like is the pre-production driver and co-driver.

This next car is also very interesting how Hornby has used a BMW M1 to build a prototype Knight Rider car. Super looking thing!





Another prototype is this Peugeot 205. I came across these three examples, which are all at different stages of the process.



As this article is about collecting, I need to mention a very cool car that was produced for the Slot Car Festival at the Motor Museum at Gaydon this year.



The Aston Marshal car produce for the show is making in some cases over £500.

This really backs up my point as it is such a great hobby and over time your collection will keep increasing in value, providing you stick to collecting the rare and unusual cars.

This car was both rare due to low numbers produced and unusual due to it being an Aston conversion to a Marshal Car.

Since the Aston Marshal car hasn't been reproduced it was certainly good timing and so was in high demand!

Another well known Aston reproduced⇒⇒



into a modern example was the bond car, this is a very interesting pre-production example as shown below.

Bags of bits!

Recently I've seen much more of these examples below, basically a full pre-production car in a bag!

All parts in some cases are still on the spur. For example like the Mad Max car earlier.

Here is the Ford Mustang in bag if bits. It is interesting to see this process getting more and more modern. Therefore we are benefiting from this due to more detail.



This one is the latest Ford Sierra Cosworth.





Lastly I thought I would show you this factory approval label and body from the power and Glory Bentley. Just such an interesting thing!



That's it for this month! I hope you enjoyed seeing these cars. Again pre-production is such a great range to collect. Plus I think as time passes its going to be harder to find these things. Bye for now! ■





Well I don't know about you, but for me the summer seems to have flown by this year. I am not sure if that's due to all the things currently going on in the Baines household or the stream of news events that have been taking place in the wider world. The news headlines seem to have been full of one incident or another taking place around the world and of course Brexit is still grabbing the headlines in the UK. Overall it seems to have been a very busy summer. In our own small world of slotcars there has been news of the takeover of Hornby by the Phoenix UK Fund. Let's hope some of these changes lead Hornby to a more stable and certain future and ensures that Scalextric will be around for another sixty years.

One of the issues currently grabbing the headlines is the decision by the UK government to ban the sale of all new diesel and petrol cars by 2040. In addition to this is there is the plan to test and roll out driverless vehicles as quickly as the technology will allow. A lot of people have raised concerns in the media about the safety aspects of driverless vehicles and in particular the plan to operate convoys of driverless lorries on motorways. The whole topic has raised a lot of safety concerns and we all know that safety on the roads is a very serious matter.

Safety considerations aside has anybody

asked the public if they actually want driverless cars and lorries. Driving is a skill that brings with it considerable pleasure, well most of the time anyway and is something that can be enjoyed for its own sake. The debate has caused considerable concern in the Classic car fraternity with the fear that access to the roads and indeed fuel will be severely restricted as early as 2030.

I realise that I am somewhat of a Luddite of course and that the march of progress on these issues will no doubt be inevitable. Let's be honest I probably won't be here in 2040. However, the thought does occur to me that I seem to have been messing around with driverless electric cars for the last fifty years or so myself. I am referring to slotcars of course. It is hard not to draw the comparison. I suppose there is irony in there somewhere?

One of the things that I love about our hobby is the fact that when you think you have been around long enough to have seen just about everything something comes up and surprises you. Well I would imagine that many of you will have seen the green one off Auto Union currently being listed on eBay by Martin Heaps as Scalextricman. It certainly is an amazing find and at an eye watering price.

I for one am thoroughly enjoying the articles that Martin has been doing for the Journal, particularly around the topic of collecting. In fact, all the contributions to the Journal are in my opinion, of a high standard and last month's edition was full of some great content. So, thank you to all our contributors and of course to Jeremy for editing what is in my opinion is a real quality publication.

Over the next few months there are several events coming up.

Havant Swapmeet

The Havant Swapmeet will be taking place at 10.30am on the Sunday 24th September this year. Located at the Havant Leisure Centre it promises to be another great event and with a display of Havant production items it looks like one not to miss. We will also have a stand there so please do come along and say hello, there will



also be a few of the Club's cars for sale, at what are now competitive prices.

Leeds Swapmeet

The Club's own Leeds (Northern Swapmeet) will be following on with the event once again taking place at Rothwell. The event starts at 10am on Sunday 8th October 2017. Please note the start time which will be 10am as opposed to a 10.30am start last year. Last year's event was very well attended with large queues at the door so do make sure that you get there a little earlier to pick up any bargains.

This year there will be a special Limited Edition box set available for purchase by members who attend. This will be an NSCC Winged Legends Brabham BT26A and McLaren M7C. As this will be only available at the event it is bound to sell out quickly.

The first two tables at the event are free to members and the Swapmeet is just about full booked. I do have a couple available but if you would like one please contact me straight away as they may be gone.

There will also be a few remaining Cortinas from last year's Leeds swapmeet. These will only be available for sale to members who come to the swapmeet and who did not get one last year. It promises to be another great event.

International Federation of Slot Car Clubs

The day before the Leeds Swapmeet on Saturday 7th October 2017 the International Federation of Slot Car Clubs will be holding its first racing event at Roger Barkers A1 Slot Racing in Sutton on Trent Nottingham.

The event starts at 10.30am and finishes at 15.00pm. The event is limited to 30 participants only and special IFSCC car is being produced. This special event car will be limited to 30 cars only. The cost of the car and the event will be £50. A big thank to Roger for hosting this event and to Adrian Norman who is organising the racing on the day.

You will no doubt have seen the advert for the event in last month's Journal. If you wish to attend the event please contact either myself or Thera Brok on: twbrok@kpnplanet.nl.

NSCC Hornby Ramsgate Weekend 2017

Finally, a reminder that this year's Ramsgate weekend will once more be taking place in November. If you have not applied to come along yet, the deadline for applications has now passed, however we do still have a few places left so if you wish to come please contact Jeremy before the end of September. Once more it promises to be a great event. If you have never been before your application will be given priority and you will find a very friendly and welcoming atmosphere once you get there. So, fill in the application form or email Jeremy.

I look forward to seeing you at one of these forthcoming events. That's all for now until next time. ■

Havant Years Project Update

By Robert Learmouth

In the October 2016 Journal I wrote about the work that was being done to document the history of the two Havant Scalextric factories in the 1960s. New Lane and Fulflood Road. The project originally started with myself tracking down former Minimodels employees and later transferred on to a professional basis with the award of a £60k Heritage Lottery Fund grant. The lottery funded project has now completed so time for an update!

The project centred around two organisations. The Spring which is Havant's arts centre. And Millstream Productions a film making company with a wealth of experience making promotional films for large companies as well as local history films. The Spring was to prove the hub of the project. It's a well loved local institution and perfectly placed to spread the word on the project. The Spring did the promotion and attracted the contributors (along with the original list I provided). Millstream recorded it all on film.

In the previous article I covered the exhibition which ran from October to December 2016 at The Spring. This featured a wealth of newly discovered photos and paperwork as well as previews of some of the early filmed interviews. It was an incredibly proud moment for me to see the work I had started presented in such a wonderful display.

Filming of interviews took place over approximately 12 months between mid-2016 and mid-2017. I attended the filming of David Dipnall. Former Assistant Chief Designer in the mid-1960s, inventor of the Super 124 system, now a famous landscaper painter and a lovely man on top of all that. I met the three Millstream guys in a film studio in Portsmouth and sat behind the camera with David's wife, chatting to her between takes.

Numerous other interviews took place. Some with people I tracked down. Some with people who came forward directly to The Spring. I deliberately kept a low profile during this phase as I wanted to be surprised and entertained by the finished film as well!

Suffice to say when we assembled for the premier in The Spring's 200 seat cinema in May 2017 I was not disappointed. In fact I sat there mesmerised at the high standard of the film, the brilliant performances from the contributors who all seemed like naturals on the screen and their wonderful stories. I was really feeling quite emotional when I thanked Dan from Millstream for what he had done. A dream I'd had since I was a child to go back in time and walk through the doors of the Havant factories had come true.

The only sad aspect to this was the death of Peter Jackson. A lovely man I had first met at the exhibition launch and who was responsible for the Alfa and Bentley production line throughout its run. So I'll take this opportunity to remember Peter, thank him for giving me the pleasure of talking to him and to say how sorry I am that we didn't get to record his testimony on film before he passed away.

In connection with the film premiere a book was launched with extended printed testimonies. This will be available at the swapmeet too priced £5. It's another wonderful output from the project and an excellent read.

The project is now finished. But that's not the end of the story. The baton is passed back to myself to continue the history and testimony gathering on an indefinite basis. It will be low key and occasional but will continue. At the film premiere I already got my first lead in the next chapter of things. I met Ron Beresford. A lovely man with a photographic memory of his time in the R&D department designing many of the



models we have come to love. I will be interviewing Ron and hopefully an extended interview will appear in the Journal at a later date. Ron was also the man who was literally the last person to leave the Fulflood Road factory having been one of a small number of people responsible for clearing it out and moving to Margate. In January 1970 he was actually the man who turned the key on the front door locking it for the final time during Minimodels' tenure.

And about a month ago there was an unexpected but completely wonderful and fitting tailpiece to the project. Portsmouth Council got in touch and explained they had seen the film and would like to name a new street in Minimodels honour. And it's literally seconds away from the Fulflood Road site! They considered Minimodels Way and Scalextric Street but settled on what I think was the very best choice of all. You will have to wait and find out at the swapmeet what the choice was! The ceremony is currently planned during the week after the swapmeet.

This article is deliberately not a long one as, of course I would like you to come along to Havant Swapmeet and see the film and buy the book (£5) for yourself! If you love your 1960s Scalextric you won't be disappointed!

That's along side the 300+ visitors through the door and 50+ stalls in each of our first three years. As well as the now famous wandering former Minimodels employees!

And those of you who were rudely disturbed by the 'noisy neighbours' in the other half of the hall last year will be pleased to know it won't be happening this year! I have booked the full hall although for 2017 the other half will remain empty as we consider options for expanding the event in 2018 and beyond.

Havant Scalextric Swapmeet. Sunday 24th September 2017 from 10.30am

Havant Leisure Centre, Civic Centre Road, Havant. PO9 2AY. Parking £1.

Further details on the swapmeet and enquiries on the Havant Years project to ■



I know that I probably always start this bit off with “I just can’t believe how the time flies” but it does, and I’ve been doing this column for over four years now, which is crazy!

We’re also “coming up to” 40 years of the NSCC itself in 2020, which I know is still a long way off at the moment, but blink a few times and it will soon be here, and I bet that all of those people who have been members for many years now like I have (since 1989 for me) will wonder where all those years (and your hair) have gone ? Never mind, as the nights are now starting to draw in with the darker and rainier days, it may actually work in my favour for once, and I might just actually get some stuff finished then hopefully this year.

So, given that it’s still the “summer” apparently in the UK, and therefore there’s not much slotcar news round usually, then I thought that I’d stick to the “kits & pieces” theme from last month for a bit longer, so let’s start with this one then, which probably sums me up quite well I thought.

Lots Of Terrific Unfinished Slotcars

Or put more simply, as “**LOTUS**” for short, and ably demonstrated by this shot then, I think you might agree?

The Lotus Europa came from a chance meeting with Bryan King at a Wolverhampton Slot Car Club event several years ago now whereas the other two are rather more bang up to date as the Elite is off Colin Spark of RS Slot Racing and the Elan is the one I mentioned last month off Dave Yerbury and is actually up and



running already, which is more than a minor miracle as those who know me well will just have to agree with. However, there is more to the progress on the Elan than you might at first think, as, soon as I got it I thought “wow, I’ve got to get this one running” but that then meant that it was going to overtake the C-Type Jaguar that was also off David, and that I’ve been “working on” for around a year now I think, so that⇒⇒



didn't seem quite right, so I thought that I'd better try to do a bit on each of them so that the C-Type will actually get finished before they ban the sale of petrol.

Did you know, but when you look at the Elan you can also see how this was the inspiration for that rather good, bright yellow Quantum 2+2 kit car that I used to own that "eBay" Nigel showed you a couple of months ago as the front end is rather reminiscent of the Elan to say the least, so maybe that's why I like it rather a lot then perhaps?

Anyway, having done the "usual" drilling small holes around the wheel arches in order to remove the excess resin together with the other expected sanding on the sills etc. I then decided to remove the driver platform bit as I wasn't sure whether I'd be able to get a Mabuchi "S" motor under it or not, and so there was only one way to find out, and it also saved me trying to scrape away lots of resin from the inside to try to lower it as well which those very cheap chisels/carving knives that I told you about before are very handy for doing that, and are only a couple of quid off eBay.



I've also checked the dimensions on the www for all of these and as they are "about right" then the increasing size of each model must therefore reflect the real life development of the cars that Mr. Chapman made in order to try to ensure that it was his cars that were first over the finishing line time after time.

So, starting with the Elite, I decided to go for this "Plastikote" green and hopefully the



bumpers will be yellow one day, and it also utilises one of Colin's own chassis (i.e. the RS002) as the "moulded in" mounting points are specifically spaced to fit this one as I discovered when I was seeing what would fit, and I've also raided my spares boxes and found some rather nice metal wheels and tyres that Colin sold me a while ago and have remained unused since.



As for the Elan, I have decided to make life simpler for me for a change and use the very well known "PCS" chassis from Pendle Slot Racing as I seem to have loads of these in stock, but have ended up always saving them "for something else", which is a bit silly really when they are often the simplest solution for a small car like the Elan, and at present it too is running some of Colin's own metal hubs and tyres as they are just the right size and just need the inserts to complete them at some point.

OK, all good things must come to an end



then, and nothing changes there I guess as I've only got as far as painting the Europa at the moment, but you never know it could get motorised any year now if things go my way for a change and if you fancy one, David also does one in his range of bodies I noticed, so now there's no excuse for not buying all three for yourself and seeing if you can finish them before I do, is there?



C-Type Jaguar

Right, better show you the progress on my C-Type now then, hadn't I? OK, I finally plucked up the courage to try doing the light lenses using my perhaps "slightly mad" way of dropping 2-part epoxy adhesive into the recesses and to be honest, it didn't quite go as well as it should have done as with hindsight it was just "one of those days" where everything I touched went a bit wrong, like cutting the ends off the tubes and the glue shot out onto the carpet a bit, and then also



dropping the cap bit into the milk bottle top full of resin, so could it have got any worse I hear you ask?

Well, "Yes" is the unwanted answer, as, soon as I started to mix the two parts together they went a bit opaque, which is normal, but somehow I must have managed to trap a lot of air bubbles in there, and given that it was quite a warm day and the fact that it cured a lot faster than it normally does I came very close to total disaster to be honest as the one light started to "string" before I had even finished, so I had to rapidly try to break that "string" and push it down into the headlight recess and hope that it set OK, which most fortunately it did, and once I'd added a bit more on top of it then you can't tell at all, but the overall effect was a bit disappointing to be fair given that I'd previously got it almost perfect on this 57 Chevy.

So, it just looks now like there is water behind the lenses, which does happen in real





life as you well know, so maybe it's made it a better model after all perhaps? And Jeremy will most generously award a spot prize for the person who correctly guesses how many straws I am clutching when I say that!

All I can say is, "it could have been worse", but to be honest when you look at the car from different angles these "home-made" lenses have followed the shape of the body rather well, so overall I'm quite happy with them to be honest, and with that bit done now, I have carried on with the rest of it as well, and it may even get finished in the next day or two as I'm writing this bit a few days before the copy date, so if it does then I will include it here for you later on but please don't hold your breath, just in case it doesn't, as you know what I'm like.

Metro 6R4

Remember those "oval racers" that I showed you a couple of months ago now that we bought off Dave Yerbury, well here is the other one that he also made at the time, and this was way before you could buy them off the shelf



remember, so now we have four of them, and the plan is to get them all converted to Digital now Mark tells me, but having seen David's one, it also reminded me of the plain white one that I did many years ago also now, and that I'd totally



forgotten about to be honest until David's black, red and gold Silkolene one turned up!

Some Other Useful Tools That You Can Buy To Help You When You Are Working With Resin Castings

Having struggled at times with the dilemma of how to remove some of the resin in the wheel arches etc. and realised that the “included” grinding stones will not do the job for you then I have finally managed to obtain these “proper” Dremel cutting tools from “Wickes” of all places, and as you would expect, they do actually work rather well, especially when you use them in a cordless screwdriver like I do with it laying on its side on a wall or work bench etc. as you can vary the speed much more easily than with a Dremel, and so the chances of it all going wrong are hopefully very much reduced this way.



I've also found these “Silverline” ones as well, which I've found to be extremely useful even though they are really meant for woodworking I think, but as they are in “machine steel” with quite sharp “cutting teeth” on them, then they



tend to remove the resin in very small “chunks” or “chippings” rather than as “dust”, which I think is better for your health at least, and if you keep the casting moving as you do it then you can get a nice finish inside rather than the “grooved” finish that will happen if you only keep it in one place (these are really good where there is a lot of thick resin to remove whereas if you only want to remove a very thin layer of resin then I'd stick with the sanding drums). ➡➡





Slot Track Scenics Latest “Silverstone Digital Open Day”

Having been unable to make the last one of these, this time I actually managed to get there and so here’s a few pictures from the day then where Digital Guru’s Greg K. and Adrian Judge initially set it up to run under “Scorpius” control, which is very similar to “normal” Digital except that with this system you can have twelve cars running all at the same time rather than the six cars that the Hornby system allows.

You can also do away with the Hornby “Powerbase” as with this system the cars talk directly to the computer rather than via the powerbase, like the Hornby system does, but as you can probably imagine, there were at times, eleven very scared other drivers on the track as well as you but to experience that many cars on a two lane track was something else, to say the least.

In the afternoon the “boffins” then converted the track back to “normal” SSDC/ Hornby

Digital by adding the Hornby powerbase and then simply swapping over the “Scorpius” modified lane-changers back to the standard Hornby ones, and then we had even more fun albeit with only half the chances of crashing into someone else this time!

Overall it was another great day courtesy of David and Guy Jessett, and they had also set up a second smaller track for us to play on as well, and which was also using their “modular” track





champagne together with a few new products, as told by David.

“At Slot Track Scenics we recognise that one of the things that really makes’ a track look very lifelike is lots of figures of people. But unless you have a permanent track it can be very time consuming to set them all out each time and, of course, if they fall over each time the track gets jogged then they don’t look very good at all (Quite apart from the problem of your lovingly hand painted figures getting chipped unless they are very carefully individually wrapped each time you put them away). So, we have come up with a simple solution, which solves many of the problems. With the press area we created for our Silverstone track we have built this Hospitality area on a 6mm MDF base, using two of our Hospitality⇒

design system that is basically pieces of MDF that have been routed in order to allow the Hornby track to sit flush with the surface of the MDF and once you have a few then you can make up various layouts as you wish, but this one certainly proved to be a hit with the little kids and the big ones too I can tell you! So, if you want any more information on this system then please ask David via the website.

Additional Slot Track Scenics News

Now, here is some news of how they stop their figures falling over if they’ve drunk too much





Tents glued together. After painting, all the figures are then glued down, and all of the railings, tables, champagne bottles, etc. are also glued in so that they won't fall over or get chipped. Then, when it is not in use the whole thing can simply be lifted out and put in a suitably sized box where it won't get damaged. And when you set the track up again, you just lift it out of the box and put it in place. Instant crowds! However, this one is not quite finished yet, as we want to add some waiters and waitresses and maybe even some more tables and chairs, plus perhaps a few more figures.

Slot Track Scenics have also recently had some new logos produced. The larger ones (350mm x 30mm) are screen printed and of a really high quality. They can be made into our AB4 or GK 1 advert boards. The smaller ones also reflect some of the more recent sponsors of F1 and are double sided logos for making our AB1 and AB3 Advert Boards.

At present they are not yet on the website but if you are interested in purchasing them, then please send me a message via the "Contact Us" part of the website."

George Turner News

"OK", says the mad professor in one of the Back to the Future films, "One day in the future Marty, then some clever chap will end up making a slotcar of this



DeLorean" and believe it or not, this may well come true if George actually goes ahead with it as he has posed the question to us all a couple of weeks ago on his news page on the internet, so if you want one then maybe you ought to tell him?

Talk about going off on a tangent, this one is the best one yet George, but don't forget about the FLUX capacitor (and I can just imagine him saying, *"What the Flux is a Flux Capacitor..."*).

OK, so here's what he actually had to say about the last few weeks then when I asked him earlier today.





"Hi Graham, I have just finished the Chevy Van and I am hoping to get it in production next week.

We have gone away from racing cars a bit with these pick ups and fire engines etc.

I keep on saying that the next one will be the last one but then another one appears in front of me. I think it might be a problem, but at least we are getting some good looking models out of it.

Next to be done will be the Ford Pop, which should make a pretty little slotcar, and great for hot-rodding.

I am currently waiting to get some artwork and decals done, and that should then allow me to get a few things like the Holden finished and onto the website.

No shortage of blocked out models to finish at the moment, but I dare say as ever I will end up getting distracted and making something else entirely.

Regards George".

For the record, he's also made a car trailer which you can tow behind his 50s Chevy Pick-up truck now as well, and that pick-up also has a van sibling as well now to partner it, which was something that I recently had a very mad



thought about trying to make for myself one day as it's been ages since I tried making a "conversion" like the Mini van or the Mini pick-up that I did a while ago now, but whatever will George come up with next then, I wonder?

By the way George, when I said I was going to do my Holden F-E-G in metallic green and silver I meant like my Ford Pop rather than just with silver bumpers, so can't wait for it to be done.

Tip Of The Month

As time and technology marches on, if you are about to throw away any old cassette audio tapes then please make sure that you remove the screws first as they will probably fit your slotcars!

The only downside is that they probably won't be made of steel, and therefore probably won't stick to your screwdriver, but as they're free then why not make use of them like I am doing.

Another good one is if you have any duff motors, instead of throwing them away then I use mine as "mock ups" for when I'm building my hot rods etc. as once you've removed the wires then you can leave them in the chassis in order to set the rear axle into the correct place and check that the whole thing will in fact fit into the body that you are using. Simple but effective, and it all helps, doesn't it?

Gaugemaster Slot Fest / Autofest Sunday 22 October 2017

Having looked at the calendar on Slotforum the other day, then purely by chance I spotted this⇒ "annual" event that Terry Smith has posted

onto there, and it is very well worth attending if you can make it.

Gaugemaster will be holding their 6th Annual Slot Car Show "Autofest" on Sunday 22nd October 2017. This event showcases world leading Slotcar brands including Scalextric, Carrera, Ninco, Slot.It and NSR. With a number of tracks for you to test your skills on and special offers available, this event is not to be missed whether you are 9 or 90 years old!

Gaugemaster is located directly next to Ford railway station, just south of the historic castle town of Arundel. The event runs between 10:00 am and 4:00 pm. For more information please visit: www.scalextric-shop.com.

Stop Press

OK, as unlikely as it is for you to win big on the Lottery, then I have actually managed to finish the C-Type in time to include it here! So, Ladies and Gentlemen, may I finally present the AA Bodies C-Type Jaguar (who was that who just said "about time then!").

So, for the record, the paint was Halfords Ford Laurel Green, the wheels and tyres are Mitoos, the chassis is a cut down Hornby Scalextric DTM one, the rear lights are large eyelets with hobby gems inserted, the tonneau cover is actually a small piece of styro-foam pizza base with a layer of kitchen roll glued to it with "Prittstick" and then it was painted matt black which sort of roughed up the kitchen roll a bit to make it look more realistic, but the "grain" of the kitchen roll also achieved that by selecting an appropriate section of the whole sheet before you cut it (many thanks to my old friend and fellow NSCC member Shane Price for that one).

The exhaust is a cut down Hornby 60's

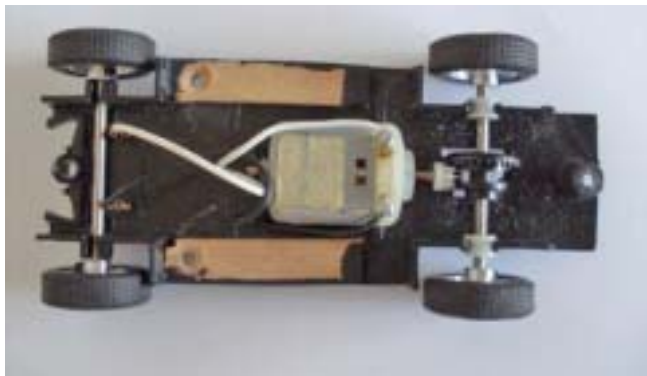


Corvette, the one from the Starsky and Hutch set car but you can get them separately off their website to save wrecking the set car.

The driver torso was moulded in by David but as he was headless, then I found an old damaged head from somewhere and then used a hollow cotton bud tube to give him a neck and to fix it into the car, which was also very handy for holding it whilst painting it as you can hold it much easier then with some Blu-Tak and a small glass Marmalade jar for the base etc. and as usual, my attempt to drill the hole for the neck ended up not exactly "right" but that's actually given me the useful option of being able to turn his head a bit so that he can see if he's still in the lead or not.

The windscreen is a cut down version of the one that David supplied with the body or you could use the top edges of the old Ninco little spares boxes as they are pretty much the right shape to start with, but when I came to do this bit I suddenly realised that I'd not actually cut out the recess in the bodyshell for the fixing "peg" and so very carefully had to dig out some of the resin with the "wrong edge" of a Stanley





knife blade i.e. the opposite side to the sharp bit, as it gouges out a very thin slit for you if you are slow and steady with it and I avoided scratching the paint also, so miracles do happen! (top tip with hindsight re: the windscreen cut the curve of the body first onto it, and then make it look right as it took me ages to suss why it wasn't sitting right at first). I even pushed my luck and used a tiny bit of Superglue to hold it in and it didn't fog the screen either, so luck must have been on my side for once then, eh?

So, there it is then, finished at last, apart from the racing numbers that is, but to be honest, I've looked at it for that long now in



plain green that I don't actually like it with the racing numbers on, so I'm going to leave it like that to be honest, and before anyone else says it, yes, you probably could have restored a real one in the time that I've taken, but my patience has finally paid off as I usually just rush them and they don't always come out as nice as this one has.

And Finally

You know how we were talking about the "Coventry Climax" engines last month, well did you notice the shot that Martin Heaps included in his column of the one in the Lotus 49? Just goes to prove that "it's a small world" unless you have to vacuum it, that is! See you next month, all being well. ■

Tis for T & A Sports Cars, TA Design & Development, Tafco, T & J Sports Cars, Talbot, Talon, Tarpan Honker, Tasco, Tata, Tatra, TD 2000, Teal, Technic, Tempo, Terraplane, Terrier, Tevog, Thomas, Thomson, Thorneycroft, Thoroughbred, Thulin, Thunderbird, Thurner, Thury-Nussberger, Tiger Cars, TLC, TM, TMC Costin, Tojeiro, Tomorrow's Classic, Tontala, Tornado, Tornado Sports Cars, Toro, Toro Rosso, Tourist, Toyota, Trabant, Tracta, Transformer, Triad, Tribelhorn, Trident, Trident Autovet, Triple C, Triplex, Tripos, Trippel, Trishul, Triton, Triumph, Troll, Turicum, Turner, TVR, TWM, TWR, TX, and Tyrrell.



T & A made Ford V8 and Jaguar V12 engined Cobra copies. TA offered sports cars with Ford Escort Mk1/2 and Cortina components. The Tafco Baronta of 1979 was claimed to be the first road car that utilised ground effect aerodynamics. T & J took over JC who offered plans and chassis to make sports cars using aluminium on plywood body panels.

Clement-Talbot began in 1902 in Britain, was taken over by Darracq in 1919 and from 1935 early badge engineering had Antonio Lago's cars branded Darracq in Britain and Talbot in France. Simca took over in 1959, and the Talbot name was revived in 1979 for ex-Rootes and Simca cars made by Chrysler before Peugeot took over the group. At one stage, the

Grand Sport short wheelbase version of the Talbot Record was the most powerful and fastest sports car in the world. The Record won Le Mans in 1950, almost won in 1952, and the single seater version beat Ferraris and Maseratis in classic Grand Prix.

Talon was a fibreglass coupe that used a VW Beetle chassis. Tarpan Honkers were off-road vehicles made in Poland. The American Sports Car Company (Tasco) was formed by some members of the Sports Car Club of America, but only made a prototype in 1948 that at \$7,500 was too pricey to continue into production. Tata was founded in India in 1868 and their off road vehicles have included some made under franchise from Mercedes. Tatra was named after the highest mountain range in Czechoslovakia in 1919, but could trace its roots back to 1897 when it made the first functional vehicle in Central Europe. Engineer Hans Ledwinka specialised in streamlined cars with water cooled rear engines. Off road vehicles and trucks have followed.

TD 2000 offered an MG TD copy in 1986 with a 2 Litre Nissan engine, making it faster than the original version. Teal made a Bugatti 35 copy with Morris Marina components. Technic made a copy of the Porsche 550, based upon the VW Beetle.

Tempo made three-wheelers and vans in Hamburg from 1935 to 1952, from when Land Rovers were built under franchise, upon British



chassis for the German border police. Terraplane was a marque established by Hudson in Detroit, and endorsed by Amelia Earhart, the first female solo flyer of the Atlantic. Terrier was an initially successful racing car, designed by Len Terry of Lotus and driven by Brian Hart. Colin Chapman was not happy seeing his chief designer's own cars beating Lotus on the track, but Len was not deterred, and carried on to design cars for Gilby, Selby, Eagle and BRM before returning to Lotus.

Tevog built a version of Richard Oakes' Nova in the 1980's upon a VW Beetle floorpan. Back in 1908 a Thomas Flyer won the New York-Paris race via San Francisco, Alaska, Japan and Siberia. Thomson built a steam car. Thorneycroft made a 10hp twin cylinder car in 1903. Thoroughbred were an American kit car manufacturer. Enoch Thulin's company began making cars in 1920. One of these was made for use on snow, having front skis instead of wheels.

Thunderbird was one of Ford's brands, from 1954 to 1998, and was a commercial success despite debate over whether it remained a sports car after 1958. Thurner made fibreglass cars in Germany from 1969 based upon NSU parts and engines. Thury and Nussberger built their three wheeled steam car in 1878 while still students. Looking like two penny farthings with a vertical boiler inbetween the front wheels, the car was almost destroyed by fire in 1914 but has now been restored. Tiger Cars started importing the RM7 from South Africa in 1990 until encountering copyright problems with Westerham and Caterham.

They continued with a "Six" model instead, and a Ferrari 250LM copy, using VW Golf engines and components. Twin Webbers were used on the 250LM instead of fuel injection, to achieve a more realistic sound.



TLC and Panoz have manufactured dream cars in the USA for Rinspeed, giving Sbarro a run for their money. TM offered MG TF copies, using the chassis from Triumph donor cars. Looking like a more enclosed and modernised version of the Lotus 7, the TMC Costin was designed by Frank Costin for the American financed Thompson Manufacturing Co in Ireland, but like a lot of kit car manufacturers became a victim of heavy taxation and only 26 were made.

John Tojeiro provided parts to enable customers to create their own kit cars and replicas. The story goes that Cliff Davis was very successful racing a 1950's Tojeiro-Bristol which was styled after the Ferrari 166 Barchetta. This car was then used by AC to create the Ace, which in turn became the Cobra.

Tomorrow's Classic made a 1970's copy of the original Corvette.

Tontala made a couple of Holden based fibreglass sports cars in 1955.

Tornado made low cost, straightforward to build kit cars, which included the Typhoon (1958 to 1962), Tempest (1960 to 1962), Thunderbolt (1960) and Talisman (1962 to 1964) before winding up. A later Tornado Sports Cars company made copies of the McLaren M6GT and Ford GT40 in the 1980's.

→→



Toro made a 1970's sports car in the Philippines. Toro Rosso was a re-brand of the Minardi F1 team after Paul Stoddart sold his company to new joint owners Red Bull and ex-F1 driver Gerhard Berger. The idea was for it to be a training team for drivers before they graduated to sister team Red Bull. Sebastian Vettel won the Italian Grand Prix for Toro Rosso at Monza in 2008, before moving to Red Bull in 2009.

Tourist made a rear entrance tonneau in 1902 and a roadster in 1903.

Toyota Motor Company was founded in 1937, built General Motors designs under licence, and marketed Esso Petrol, before building a special convertible version of their 2000GT for the James Bond film *You Only Live Twice*. The production versions were all two-seater coupes, and were originated by Yamaha. The body stylist, Count Albrecht Goertz, was later responsible for the Datsun 240Z.



The Toyota MR2 appeared in 1984, and was replaced by a new version in 1989.

Having achieved great success in rallying, Toyota entered F1 in 2002, using the same competition base in Cologne.

The Trabant P50 was introduced in East Germany in 1950. According to my reference



book they were made in glass-reinforced polyester, not papier maché after all. Power was 18bhp. The P60 followed in 1960 with an uprated 20bhp, and in 1961 came the P601, of which 2.5 million were built by 1990. The P601 had 26bhp, but when Volkswagen took over the factory some Trabis were fitted with VW Polo engines, boosting power to 40bhp and increasing top speed to 78mph.

Jean-Albert Grégoire was a front wheel drive advocate, who designed and built his Tracta car that debuted at Le Mans in 1927. A CV joint was developed to cope with the front wheel drive and became the "Tracta" constant velocity joint used in many vehicles worldwide.

Transformer made accurate copies of the Lancia Stratos, so accurate that Lancia owners used their body panels as replacements to save money, and copies of the Ferrari 500 Mondial with Alfa Romeo parts. Triad trialed a prototype similar to the Lotus Esprit in Australia in 1984 but it never reached production. Tribelhorn began making electric cars in Switzerland in 1902, which had a range of 62 miles at 15mph. The Company built charging stations along main roads, but they were too far apart to be of use, except to the Swiss postal service, who always followed the same routes.

Trident began as a TVR project that was sold on, resulting in the Trident Clipper, Venturer and Tycoon from 1967 to 1978. Trident Autovet's Project 400 was a 1980's four seat copy of the Ferrari Dino. Later in the 1980's, Triple C offered a fibreglass E-Type Jaguar copy with Ford components.

Triplex tried to revive the Chicagoan from 1954 to 1945 in the USA, with a one-piece fibreglass body and a chassis designed for a Ford



V8 engine, although others could be used. The Tripos R81 was a kit road car that looked a bit like a Lotus single seater.

Trippel built amphibious vehicles from 1932, but his coupe of 1950 was unsuccessful, even when revived as the Panhard-engined Marathon. The Trishul Autocrafts company made Jeep-type vehicles in India from 1982-91 which looked a bit strange due to their small wheels. Only three Tritons were made from 1963, based upon a 140mph fibreglass competition car with a spaceframe chassis.

Triumph made three-wheelers from 1903 and four wheel cars from 1923, as well as bicycles and motorbikes. The car division became independent from 1936, and did well under the BMC umbrella to the detriment of MG from 1968, but by the early 1980's had lost it's sports car market. Triumph cars have included the 1800 Roadster of 1946 that looked like Bergerac's car, the futuristic, streamlined 90mph TR-X of 1950, the 103mph TR2 of 1953-55 (made after a bid to buy Morgan failed), the TR3 of 1955 to 1957 (the first mass produced car with front disc brakes), and the TR3A and B of 1957 to 1962. As the years went on each version received more powerful engines, but performance remained similar due to increased weight of each version as well.

The TR4 of 1961 to 1964 and TR4A of 1964 to 1968 was a re-bodied TR3A with styling by Michelotti and was an extra foot longer. There was a wider track that helped handling, together with more luggage space. Top speed remained at 102mph but 0-60mph was improved to 10.9 seconds. Some versions exported to the USA had 109mph top speed but slower 0-60 due to a heavier live axle arrangement. The TR5 of

1967 to 1978 looked similar but had a larger 2.5 Litre engine, providing the USA version with only 107mph but versions destined for elsewhere had fuel injection too, providing 120mph and 0-60mph in 8.8 seconds. 75% of production was still sold in the USA. The TR6 came along from 1969 to 1976, with Karmann styling and similar performance.

Other Triumph models included the Spitfire from 1962 to 1974. Early versions could reach 90, then 100mph while American emission laws kept their versions down to 80mph, partly due to the age of the Triumph engine designs. The 105mph GT6 was the coupé bodied version of the Spitfire with a straight six 2-Litre engine. The heavier engine and Herald-derived rear suspension made the handling interesting, apparently. This was remedied with the Mk2 version that had better suspension, more power and a 112mph top speed. By 1973 American versions could only reach 95mph though, so production of the GT6 ceased. From 1970 to 1977 there was the Triumph Stag, beloved by hairdressers apparently, but the top speed of 116mph could have been made more macho if the Rover V8 had been used instead of a 3-Litre double-Dolomite V8 instead, which had a tricky to maintain cooling system which led to the expensive to replace head gaskets blowing on a regular basis.

1975 brought the TR7, which could only reach 110mph despite being a more modern car and styled like a piece of cheese. A convertible version appeared late on the scene in 1979. Then came the TR8 from 1980 to 1981, endowed with the Rover V8 engine providing a 135mph+ top speed with good handling. I knew a chap who used to have a TR7, and when showing



off to his girlfriend, spun the car around 360 degrees by mistake. "Cool!" she said, thinking he had intended to do it.

Peter James built Troll cars for car trials from 1980, winning eight classic British trials in 1987 and the national championship. Looking like a Caterham 7, but with higher ground clearance needed for trials, roadholding and grip were still excellent.

Turicums were nice vintage cars built near Zurich from 1904 to 1913. Jack Turner built his own competition cars before making them for others too, using Austin A35 parts (it was the 1950's). The 87mph Turner 950 Sports combined such parts with a Coventry Climax or Austin Healey Sprite engine. Ford Anglia parts were used for the Mk2, and the Mk3 was built until 1966.



Trevor Wilkinson set up TVR in 1949 and built sports cars from Austin A40 parts, leaving the Company in 1962. By the 1980's TVR was the largest independent producer of sports cars in the UK. Models have included the Grantura, Griffith, Vixen, Tuscan, Taimar, Turbo, Tasmin and Speed Eight.

TWM made a 1950's kit car using A35 parts that was good for up to 100mph.

Tom Walkinshaw Racing (TWR) have



modified Mazdas, BMW's and Jaguars. JaguarSport was a joint enterprise between TWR and Jaguar, and was responsible for the Jaguar XJ220 and XJR-15 supercars.

TX offered the Tripper in the 1970's, which was a more streamlined version of the Beach Buggy, with Triumph GT6 suspension.



Timber Merchant Ken Tyrrell was a successful Formula 500/F3 driver in the 1950's himself, before enlisting Jackie Stewart in 1964, winning the British F3 Championship.



In 1968 they were reunited in F1, dominating the 1969 season with their Matra-Ford.

The first "Tyrrell" car appeared at the end of the 1970 season, and gave Jackie his second world title in 1971. His third came in 1973.



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

1. Atlas HO Ford Thunderbird Seafoam Green £232.44 (122607518760).
 2. Aurora AFX HO 6 Wheel Tyrrell £156.90 (382157434138).
 3. Aurora O Gauge Ford Thunderbird White & Black £156.90 (202008206871).
 4. Tyco HO S Speedways 1965 Ford Thunderbird £153.43 (152590550109).
 5. Ocar Pro-built 1965 Le Mans Triumph Spitfire £149.99 (352128906908).
 6. Mexican Scalextric GP16 Set with Red and Yellow Tyrrell Fords £135.59 (332343472579).
 7. Tyco HO S Ford Thunderbird Convertible Gold £134.43 (232428326870).
 8. Atlas HO Ford Thunderbird Tan Brown £116.22 (382177782458).
 9. Aurora HO Thunderbird Roadster, Grey £114.19 (292185584782).
 10. Scalextric Toys R Us Triumph TR7 Black £112.02 (372020832448).
- A landslide victory by Thunderbirds in the **T** Top Ten then, closely followed by Tyrrell and Triumph to the exclusion of all others. Let's carry on a bit and see if we find any more:
11. Scalextric Triumph TR4A £103.95 (132258877030).
 12. Resin Kit built TVR Vixen on PSR Chassis £95.00 (172791707634).
 13. Aurora HO Blue Thunderbird and White Mercedes £92.98 (222608063136).
 14. Aurora HO Blue Thunderbird only £90.27 (222608244531).
 15. Aurora HO T'rantula Custom Dragster undisclosed offer above £77.48 (292180950676).
 16. Monogram 1/24 Ford Thunderbird with brass chassis £77.48 (232445786436).

17. Scalextric QuattroX Toyota Supra £73.77 (372014983556).
18. Aurora HO Green Thunderbird £73.68 (112502750271).
19. Scalextric Yellow Spiderman Lights Down Triumph TR7 £72.00 (372008144788).
20. Slot it Toyota 88C Daytona 1989 £69.95 (322611709687).

A few more cars in the limelight there then, including friendly neighbourhood Spiderman. There were a few Bill Thomas Cheetahs too, but I resisted the temptation to include those as I was not sure if Thomas was the make.

Monthly Worldwide eBay Top Ten

1. MPC 1/24 Gold Chrome SC-100 £1,952.58 (162620596645).
2. Tyco HO Dodge Trick Truck £1,355.96 (382133457554).
3. Scalextric 6 Lane Digital Track Layout with 23 cars £949.00 (192263832256).
4. Scalextric 1960's James Bond Set + two Formula Junior cars £850.00 (263104737918).
5. Scalex collection of 6 Tinplate cars £795.00 (292216976747).
6. French Scalextric Yellow Alfa Romeo £750.00 (263103386377).
7. Scalextric Yellow Bugatti (De Havilland) £700.00 (272791020075).
8. Scalextric Yellow Aston Martin DB4 £686.74 (322611707562).
9. Aurora AFX HO Porsche RSR Turbo 934 £686.49 (372032819361).
10. Cox 1/24 Ferrari GT Kit £619.87 (152666367186).

A good mixture of vintage slot cars in this month's top ten. The yellow car collectors were out in force in positions 6,7 and 8, while that perennial favourite, the 1960's James Bond Set, showed up yet again.

Early Days

In Louis H. Hertz's 1967 book, *Model Raceways and Roadways*, there is a drawing of an early 1890's French slot horse racing game, and those of Ives of America and Maerklin Brothers of Germany. On our holiday on the Isle of Wight this month, we discovered one of the French⇒



versions on display in the Lilliput Toy Museum. This is labelled as made by M.J. & Cie and named 'Jeu de Course'. Apparently, it was featured on the TV programme 'Put your money where your mouth is'. If you want one, surprisingly there are quite a few available on eBay at present, despite being antiques, just search worldwide for 'Jeu de Course' and you should find them. Let's see how many have sold recently:

Jeu de Course Top Ten

1. French Jeu de Course with 3 Tracks, 9 Horses, undisclosed offer below £606.51 (352116980557).
2. M.J. & Cie Jeu de Course with 1 Track, 4 Bleriot Aeroplanes, undisclosed offer below £491.60 (182696469505).
3. 12 Jeu de Course Horses and Riders only in Box, undisclosed offer below £491.60 (352143261769).
4. Jeu de Course with 3 Tracks, 9 Horses,



undisclosed offer below £364.75 (253070179339).

5. Jeu de Course with 2 Tracks, 8 Horses, undisclosed offer below £245.71 (322642752340).

6. JEP Jeu de Course with 2 Tracks, 6 Horses, undisclosed offer below £166.21 (232430316640).

7. Jeu de Course with 3 Tracks, 6 Horses £143.32 (201992290538).

8. M.J. & Cie Jeu de Course with 2 Tracks, 8 Veteran Cars £102.49 (172687333709).

9. JEP Jeu de Course with 2 Tracks, 8 Horses £94.19 (282583282371).

10. J. Lardenois Jeu de Course with 1 Track, 4 Veteran Cars, undisclosed offer above £62.34 (172786265771).

I especially like the versions with the veteran cars, which would have been the latest innovation when these games were made! According to one seller, the smaller games were designed to be packed away quickly and hidden from Police, or should that be the Gendarmerie, more easily when being used by gamblers in the street. Ooh la la! ■