



No. 433 APRIL 2018

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Carrera Corner.....	13
Forza Slot.it.....	16
Fly On The Wall.....	20
Chairman's Chat.....	22
Wolves Early Birds.....	24
Promotion News.....	26
Bits & Pieces.....	27
Collector's Corner.....	35
Ebay Watch.....	41



The NSCC is a member of the
International Federation of
Slot Car Clubs



Diana Francis - Honorary Life Time President

Come On Spring, Hurry Up!

A couple of weeks ago now, I again attended the Goodwood Member's Meeting, and with some confidence expected this year's event to be somewhat warmer on the basis that Spring it had appeared in the week prior. How wrong was I! I must admit I think I have never been so cold, nor have I ever seen racing being carried out in blizzard conditions, with a good hour or two on Saturday being somewhat arctic to say the least.

Whilst we could retreat to some relative warmth in one of the tents or grab a hot chocolate there was little relieve for the poor drivers, especially those in the open cockpits, so fair play lads you did well. In the end it got too much for myself and Andy and we actually left earlier than usual to get home to the warmth, which was also a good thing given the field we were in had the look of somewhere that was about to present a lot of people problems getting out, due to the weather and of course mud.

Moving on and the weather is also still curtailing my car building, as it is way to cold to attempt any form of spray painting in the garage, so my collection of George Turner kits is increasing, whilst the Airfix collection of kits has decreased (hand painting these in the house!), but at least Ciaran is happy as his stash of planes are being built and the collection growing on his shelves.

Very soon of course we have the Orpington swapmeet and a trip to Holland for the SLN weekend, both great events and ones I am looking forward to, so again the car kit collection could be added to, as George Turner appears to have some very nice new releases coming which hopefully funds allowing will be purchased at Orpington.

Finally of course we will no doubt all be gearing up for the forthcoming Slot Car Festival in May, again another fantastic event, and one which last year seemed to me at least to the best ever, so this year's one has a lot to live up to!

Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nscg.co.uk

By Pete Simpson

After an absence of six weeks, the Scalextric team have published more information in their Track Test blog. New images have been posted of the two generic F1 cars as well as the first photographs of the forthcoming Ford GT racers.



The two F1 models are coming on apace, although the Track Test report creates confusion regarding their origins. The “Start” single seaters created back in 2010 are claimed to have been the basis for the latest, third (recent) generation, of generic F1 cars with subtle changes having been made to bring the appearance



closer to current outlines. The second version, shown here with the blue nose, was the cars provided in the ARC set, C1363, in 2016 and subsequently as solo releases, such as C3669, in 2017. This year’s updated shape, with the dorsal fin, is now closer to the current shape of F1 racers and certainly close enough for by both McLaren and Williams to permit decoration representing their 2017 entries.

Current schedules are for the Williams FW40, C3955, to arrive in July, with the McLaren Honda MCL32, C3956, lagging behind in August. The C1385 Grand Prix set, containing both F1 cars, is now expected later in the year, despite the website date being June.

At present there’s no clue regarding the choice of motor: the first two generations used a Mabuchi making them ideal for home circuits.





If the skinny, longer can FF motor has been employed it'll be a shame as it is not quite as drivable as the earlier choice.



The latest news for the Ford GTE Le Mans entry, first shown on the Scalextric stand at Gaydon in May last year in 3D printed form, is that the three versions have now been approved by the engineering team. The images shown here are of the initial approval models rather than rendered CAD images so should be reasonably close to the final versions: a few minor discrepancies may require changing. These are slight revisions on those originally



planned, and listed in the 2017 catalogue, as they will now represent the 2017 Le Mans entries rather than those of 2016. The two solo versions will be race number 68 as C3857, due in July, and number 69 as C3858, which can be expected in November.



The number 67 car will also be available but only in the celebratory twin set, C3893A, along with the 1967 Le Mans winning Mk4, number 1. This looks to be by far the most attractive package as it is the only way to procure the most famous of Ford's final development of its 1960's programme. The shipping date for this set has slipped slightly so it is now scheduled for July this year. With at least two other manufacturers





offering the same car it is a shame that the Scalextric version could miss out on potential sales to both Carrera and Racer Slot Cars' Sideways brand: the German version has been available for a few months and it seems quite likely that the other European release may be ready quite soon.

They have also been along to Rollcentre racing to compare their slotcar with the real thing. The Scalextric team contacted Martin Short, Rollcentre Racing team boss, early in the selection process in order to liaise with the owner on the finer details of the model. As a result, the

forthcoming Mercedes AMG GT3 in Team ABBA with Rollcentre Racing colours, C3942, should be an excellent reproduction of the actual car. The photographs taken during a recent return visit to Rollcentre Racing to compare the initial engineering example with the actual race car appear to justify the investment in time and effort by all involved. The release date of June should be realistic as completed models have already been produced, as shown. The model replicates the 2017 British GT race car as driven by Martin Short and Richard Neavy.





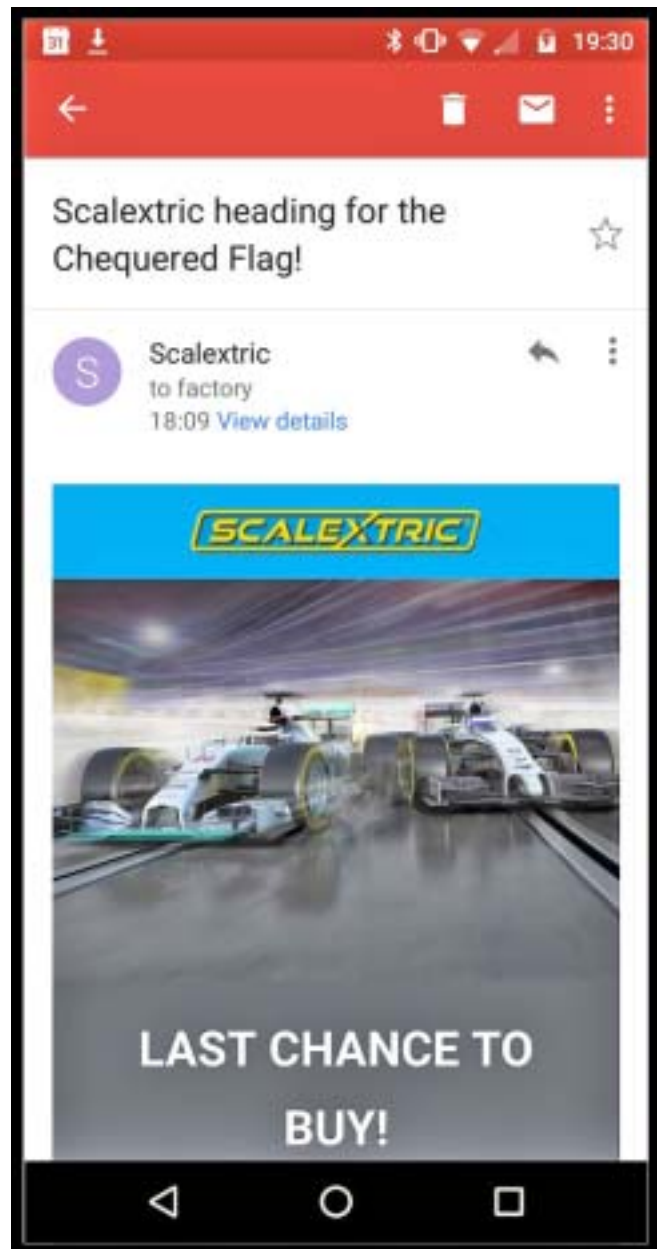
Although not identified as being from a specific race, the choice of drivers means that it was from one of the first five rounds, prior to Martin Short stepping down from driving duties to be replaced by Adam Christodoulou after the Silverstone race: for that race, all three drivers shared the fifth placing. Martin Short's comments on the real race car when in conversation with Scalextric's Simon Owen: "It's a great car, it's worth it just for the sound, the way it rumbles and grumbles along. A fantastic car to drive, but I imagine the Scalextric version is a bit more resilient and less expensive to repair! Compared to the Mosler (a car Martin and the team became famous for importing and racing), the Mercedes is a bit less nimble, the front end works better on the Mosler and it had more power."

Judging by the overall stance and decoration of the model, this promises to be a very attractive proposition for the home racer.



Last Gasp?

On 6th March Scalextric announced in an email that they were "Heading for the Chequered Flag: Last Chance to Buy!" Panic ensued, were



my shares finally finished? Whoever sanctioned that as a release clearly failed to view it on a smart phone first: initially only the top half appears on screen so not necessarily the best choice of phrases by the Scalextric marketers. What they were trying to impart was that if the ARC ONE F1 set wasn't purchased soon it would be too late to obtain an example, complete with versions of the 2014 and 2015 cars, prior to the commencement of this year's F1 season. So, the thrill to be able to emulate the 2018 season with cars that are four years out of date will soon be lost. Scrolling down the screen revealed the full story but it might have been prudent to ensure that the correct impression was given immediately rather than depending on the reader's perspicacity to actually read⇒⇒

This is your last chance to recreate the excitement of Formula 1 with the Scalextric ARC ONE F1 set, and the 2015 and 2014 Mercedes cars.

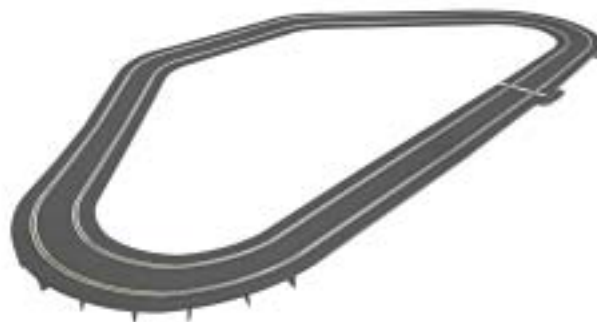
Remaining stock is very limited - and when they're gone, they're gone!

[Shop Last Chance to Buy >>](#)

Scalextric ARC ONE F1 Set
Mercedes AMG Petronas F1
VS McLaren Mercedes
C1346

• Create and manage races with

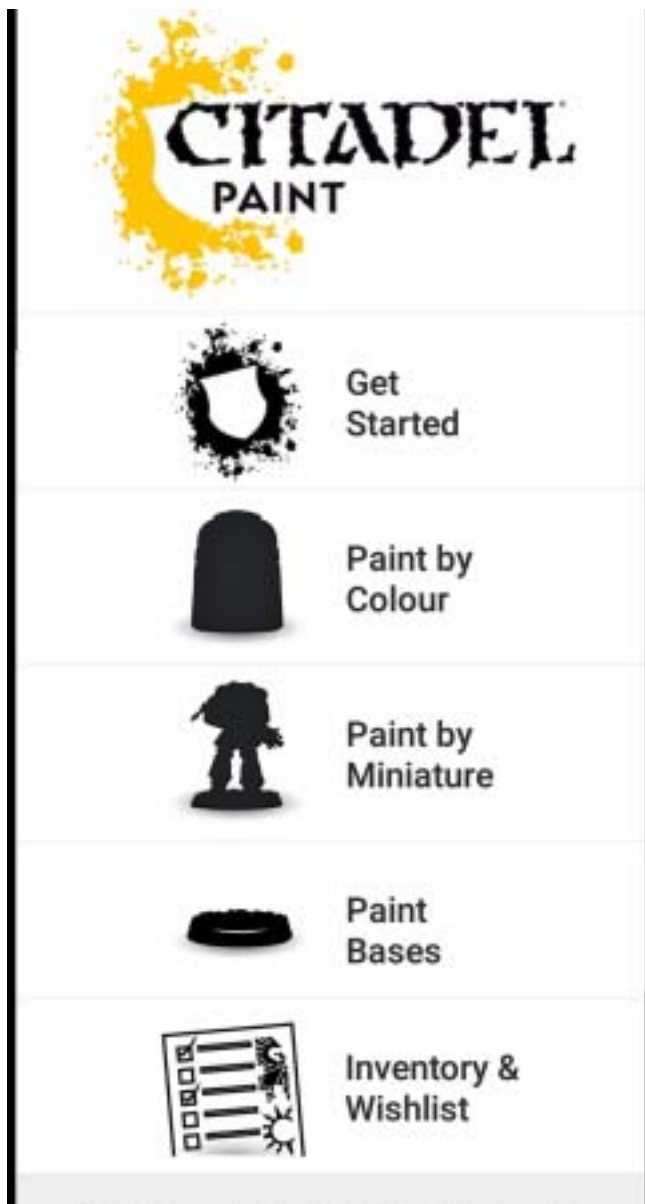
the whole article. Gosh, I hope none of the competition have produced versions of, say, last year's cars. I've resisted the temptation to check as I'm confident that Scalextric remain the market leaders and I have a big bucket of sand.



NASCAR

When I reported on the forthcoming sort-of generic super resistant Chevy Monte Carlo NASCAR clone, back in the February Journal, it was just a few days prior to Hornby providing an image for the box art for the Stock Car Challenge set, C1383. It looks as though neither of these two will be the same as the solo release. The track will be similar to a US tri-oval circuit, although truncated: imagine Talladega Superspeedway but with the cars racing along pit row. The image shows banking around, at least, the two main corners although, without barriers or borders, discipline will be required to navigate the turns safely. Track length will be 484cm, requiring a modest floor area of 191cm x 132cm. More to come once announced formally in the second half-year catalogue but expect a retail price of about £130.





And From Nottingham

I'm sure that it hasn't been overlooked by anyone that builds kits or modifies manufacturers' RTRs that Games Workshop's range of Citadel paints come highly recommended. Considering that building little men to do battle is akin to racing slotcars inasmuch as they are both participation activities rather than PC or tablet orientated it might be envisaged that the customer-base might overlap. GW and Scalextric have a few elements in common, they both require their customers to buy real things and play with them. However, GW seem to appreciate how to embrace the world with which its customers are familiar. Citadel paints have an app that allows users (potential CUSTOMERS!) to list all the paints they have, together with a wish list of those they need to



buy next time a shop appears on the horizon. Scrolling through the list of every miniature currently available gives a list of all colours required, which paints to buy for base coat, shading, and highlighting. The app also includes tutorials in the form of videos detailing how to employ each of their products. Brilliant, and so simple: buy a model, check the paint requirements, update wish list, visit shop, spend money. Hornby have a thing or two to learn. Their app has a pretty fundamental failing: it's only possible to view the range whilst connected to a powerbase. I didn't need to run a 13A mains cable when I last stocked up on paints! Sorry, I'm getting as bad as Mr. GT with regards to rants on this subject but it's so frustrating that Scalextric can get so close and yet fail to grasp all the opportunities. And that's not even considering what Airfix could achieve by adopting a similar app to GW. All too difficult so I'm away with the fairies until next month. ■



Welcome to the April Carrera Corner. Last month we mentioned the new and exciting models on the way from Carrera this year, in 1/32 scale, announced at Nuremberg. This month we concentrate on something a little different: Carrera's range of 1/32 scale buildings and accessories which provide the perfect addition to any modern track layout or perhaps display. The range of buildings include pit garages, race control tower, bridges and victory arches. There is a press tower which can be expanded by purchasing another set, similarly the grandstand can be expanded to provide an additional storey. The Grandstand building should be around £44.99, the extension set should be about £31.49 and can be used alone if required.

Expect to pay around £32.99 for the Red



Bull bridge which can be used on a two or four lane track. The Carrera Pit Lane double garage is likely to be around £22.00 or less. ➡➡





Prices for these sets of figures from your favourite supplier are likely to be around £17.99 or £19.99 for a set of five figures rising to £44.99 for a set of 15 spectators.



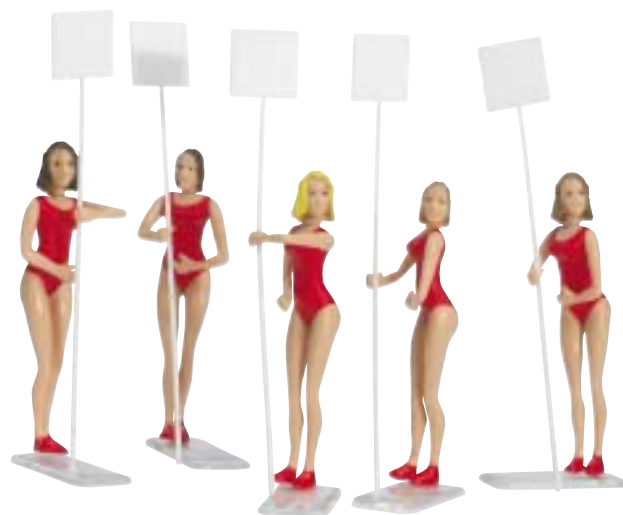
Some of these buildings may require assembly and the addition of the stickers supplied.

The figures include spectators for the grandstands, pit crew, in various colours and marshals. There are even a range of “pit babes” Carreras description not mine! Carrera are obviously not aware that the presence of these girls is “at odds with modern-day societal norms.”

We have pictures of these accessories here for you all.

The Hobby Company are the official UK distributors for Carrera slot racing sets, cars and accessories. "Carrera UK Slot Racing" Facebook pages provides information on all UK releases including Go!!! Evolution, and Digital 143, 132 and 124 as well as news concerning Carrera. For further information or to find your nearest retailer go to www.hobbyco.net or go to www.carrera-toys.com.

I hope to have more news from Carrera next month. ■



Ciao everyone and welcome to this month's edition of Forza Slot.it and we are already 33.3% through 2018, as far as Journals go anyway! How time flies especially when work has me out "on the road", so to speak, for the last four straight weeks with little to no time available for me to indulge in any slot related activity. With the Toy Fair season and the NSCC big bash at MK done and dusted what do we have to look forward to in the near future? Well, the now fabulous annual UK Slot Car Festival in May (19th and 20th in my diary, how about you?) is fast approaching and I hope to be able to get a few words off Maurizio on the Slot.it stand to try and weed out a bit of information for the rest of the year as well as checking out any prototypes that may be on display. Back to the here and now and I'm afraid it all appears to be a bit quite as I don't have

much time or information to report but here goes anyway.

So, the only new Slot.it car on our shores that I am aware of this month is the Le Mans Audi R18 Ultra Ref. No. SICA38a that pounded round Le Mans in 2012 to a creditable 3rd place that I touched on in the last Journal report. Problem is, as I mentioned above, a very busy work schedule and the deadline for the Journal (that was yesterday!) has stopped me dead in the water on a review of this model but hopefully I will be able to resolve that for next month? Who knows!

However, what I do have is the latest Policar in the form of the delightful French blue colour of Jackie Stewart peddling his March 701 to a 1st place at the Jarama GP of 1970, Ref. No. CAR04b. Now, I have done a review of the original March 701 Ref. No. CAR04a in a





radiant Ferrari red colour of Chris Amon from Spa 1970 which was an absolute glowing report of a stupendous little model for us all to enjoy both as a shelf queen but especially on the track. What has changed with Jackie then?



Well I guess in truth not a lot! Ok, the colour from red to blue, the drivers helmet detail and racing overall colours, sponsor logos and so on but really we are treated to another delightful rendition of a superb little model at a reasonable price. I guess a reasonable price is subjective as the model has a list price of nigh on £55 but if you look around the internet at the various well known dealers to us all then you can expect to pay around the £45 mark. I believe that is a reasonable price for the excellent amount of



detail that you get in such a small package. Take a close look at the pictures and you will see what I mean.

The overall stance of the real car has been very well executed with what looks like a big fat nose that housed the radiator with the associated pipe work running down either side of the cockpit, the little flipped up spoiler detail on the larger front wings and some coil spring detail inside the front wishbones are all there for us to enjoy. Keep looking and you will see the upside down wing profile of the side pods and Jackie resolutely holding onto the steering wheel with a thousand yard stare into the distance as he concentrates on his next apex. I suspect that our model driver has no intention of using the wing mirrors as they are just about level with his shoulders but I suspect the real Jackie would have used them quite a lot more! If you compare that with the Amon car then you will see that there is a difference in this area. The Amon car has the wing mirrors further forward on the side of the windscreen cowling. On the Stewart car you find a bit of raised protection starting



where the windscreen finishes and running round the back of the driver with a small raised headrest at the rear. No doubt this had something to do with Jackie Stewart fighting for more driver safety both in the car and on the track which he still, to his credit, does to this day.



Probably the best area for detail is down at the rear with the prominent detail of the Cosworth DFV V8 with the Ford name inlet trumpets, exquisite rat's nest of exhaust pipes, springs, gear box, oil reservoir and other associated engine bits and suspension detail that really is a delight to behold and such a prominent detail of the car. You really do need to spend a few minutes in good light (and eyesight!) just looking around all the detail especially at the back of the model to appreciate all the work that Policar/Slot.it have done on this and the Lotus 72 cars to appreciate the modellers art of today. Ah, I should include the tyres as well with the appropriate treaded detail of the time and the Dunlop logos on the sidewalls. Playing a bit of spot the difference and all I could really find is, apart from what is obvious or already mentioned is: on the red car a large ducting triangle feature is black on the Amon car but blue on the Stewart car, Firestone sidewall tyre logos on the red car and Amon's car has a chrome roll over bar as opposed to the black roll over bar of the Stewart car. Mind you





Jackie's helmet does look a little high too as Amon's helmet is a much more snug fit shall we say.

How does the car handle on the track? Just as I mentioned before. With no magnet as standard this is an absolutely beautiful car to slide around your home or club track with ease. There is more than enough power for the chassis but it never feels overwhelmed and could probably handle more but it is not required as far as I am concerned. Stick the March 701 up against the Lotus 72 and, in the future, the Ferrari 312 and you will be able to have hours of pleasure either racing at your local club or pounding round your home track trying to eek out that slightly faster lap time as you push these



little marvels to the limit. With a guide blade length of 21mm it is certainly adept at keeping the car on the slot and narrow!

Conclusions? Will you be disappointed with your purchase? For me a definite no as the fine detailing and the peachy on track handling make a winning combination for me. A true little driver's car which is exactly what I am looking for. Now I just need that Ferrari to make me even happier!

Well, that's all I have time for this month as I am already late with my copy to Jeremy so I will sign off with my continued thanks to Terry at Gaugemaster for his superb support of the NSCC and to Slot.it/Polcar for any additional news. Ciao and arrivederci till next month. ■



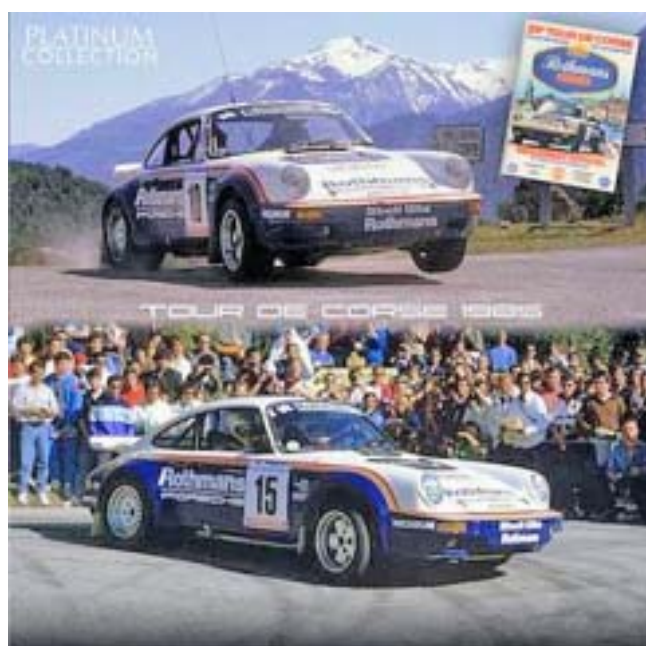
Welcome to Fly on the Wall for April. I am pleased to say that we have news of some exciting new releases.

Slotwings have released three more versions of their popular March 761. They are all in the same colours but with 3 different sponsors, drivers and air-intakes. Very few of each were produced, there being 300 each of the Ian Scheckter (Canada GP 1977) and Lella Lombardi (Brazil GP 1976) cars being made. These were available at the time of writing for £54.95 each. Just 200 of the Ronnie Peterson (Monaco GP 1975) version have made it to the stores. There must be close on 30 different versions of this March now released by Fly/Slotwings and they still haven't done them all!



We are still waiting for Fly to release the two Brabhams; the Team Canada and the Hitachi Car stereo versions, and the new Renault racing truck.

Slotwings are pushing ahead with their limited run resin cars and next to be available will be a two car Rothmans Porsche rally set.





The cars, while looking like the 911's you have seen before from Fly, are in fact totally different shells, being based on the 911SC RS and are unique to this set. The set, RW044-01 will be very exclusive with just 78 being produced worldwide. We don't have pictures of the models at the time of going to Press.

We have news of the first of a limited run resin F1 offerings, the Team Surtees TS19's of Alan Jones and Henri Pescarolo and while this may also come out as a two- car set they certainly will be offered individually and will be numbered RW063-01 and RW063-02. Again, no pictures of the models at this stage.



Every now and again Gaugemaster are sent a few examples of an exclusive model and FS037303 is just such a model. With only 350 examples available in Spain and just 15 being allocated to the UK, this ForoSlot Madrid commissioned Renault R5 Turbo is based on the car, race number 7 as driven by Jesus Puras and Jose Arrarte in the Rally Cales de Palafrugell in 1986 and very colourful it looks too. With so few coming into the country you will be very lucky if you can obtain one!

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

I hope to have more news from Fly next month. ■





I know that we always complain about the weather in this country, but I thought this winter was never going to come to an end. We have had worst winters of course over the years but it has been a bit grim so far on Spring. However, it has given me chance to concentrate on getting my collection into some semblance of order.

Now that the cars are pretty much sorted and being lucky enough to have a reasonable sized extension at home I have decided to build another permanent layout after being without one for such a long time. Consequently, I have started to uncover buildings, accessories, track and other such items which have been in storage for years. Having unearthed three times the amount of buildings that I thought I had it's clear that the memory can play tricks on you. How many grandstands and pit buildings does one actually need. Well in my case not all of them. Anyway, no excuses I just need to get on with it and get the circuit built.

Moving on, I was very taken with Graham Pritchard's compelling argument for Club membership which he wrote at the end of his Bits and Pieces section in last month's Journal. I agree entirely with Graham's sentiments. There is no doubt whatsoever in my mind that the development of the Swapmeet and virtually everything that has grown in this hobby since

the Club was founded nearly forty years ago either originated from or benefited from the creation of the NSCC in 1980.

In my case it has always been a no brainer, why wouldn't you want to be a member of our Club and today Club membership offers exceptional value for money. The Journal in particular is a glossy quality full colour publication, packed with information.

In my opinion it is as good as anything that can be found on the shelves in W.H Smiths. It is a credit to our Editor Jeremy Naylor and all our members who regularly contribute content to the Journal.

In addition, the Club and event cars that the NSCC now produce are from diverse manufacturers, extremely collectable and very sort after and once again a quality product. If anybody thinks differently then check out the NSCC Club cars on eBay and other on-line sellers. The Milton Keynes Swapmeet event car totally sold out both this year and last year very quickly at the event.

Both our official Swapmeets at Milton Keynes and Leeds are well supported and very successful events.

That is not say that there are not challenges. Both the rise of the internet and the massive growth of the hobby in general has meant that people have access to the hobby now in many different ways, often not aware of the existence of the Club. This has not always been the case.

We as a Committee are not complacent nor are we sat on our laurels. We are determined to move the Club forward and we will continue to produce a quality Journal, great events and quality limited edition slotcars for you the members as we look forward to celebrating the clubs 40th anniversary in a couple of years' time.

Slot Car Festival

This year's UK Slot Car Festival now in its 8th year takes place in May and planning by the organisers for the event is well under way. Last year saw one of the best weekends at Gaydon we have seen so far. There were large crowds over the weekend and lots to see and do. This year

once again promises to be another cracking weekend. Scalextric will be at the show alongside all the usual manufacturers. There will even be a competition giving someone the opportunity to have a go in a real drag car.

Once again, the Club will have a significant presence at the event. The Club stand will be situated on the main concourse at the top of the escalator and the Club will be running several activities including a Best Track at the festival competition. We will be judging all the tracks over the weekend and assessing them all over a range of criteria. The top three tracks will all receive prizes and I am delighted to say that Dave Jessett of Slot Car Scenics has once again agreed to sponsor this competition. The Club will also be running two tracks with timed laps with prizes for the winners. So, do come over to see us at the Club stand and say hello.

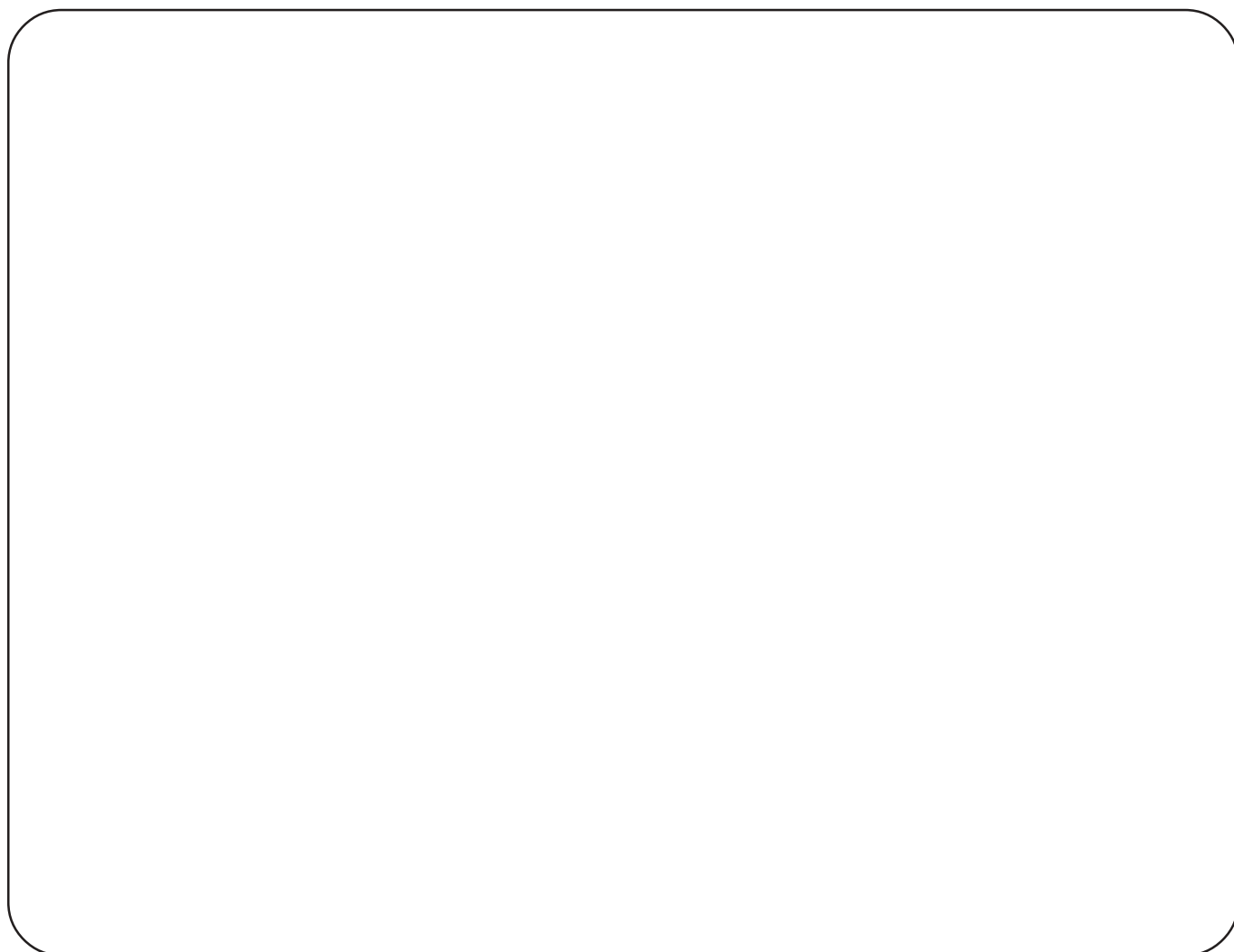
Thank you to all those members who have already offered to help the Club over the two

days of the festival. I will be contacting you again over the next couple of days to confirm the arrangements times etc. If you do not hear from me, please get in touch to make sure I have you on my list.

Also, it is still not too late to put your name down. If you are able to spare a couple of hours in order to support the Club, get in touch with me.

All those members who help out at the event will once again be able to purchase a very special UK Slot Car Festival/ NSCC helpers car (1 of 60) at the show. All the previous helper's cars have become highly collectable and very sought after so if you want one you need to spend an hour or so helping the Club over the weekend. As it is always a busy weekend for the Club, the Committee are always appreciative of the help and support of those members who help out.

I look forward to seeing you all there this year. That's all until next time. ■



Wolverhampton Slot Car Club 2018 Early Birds GP Event

By Graham Pritchard

As is usual for me, I went along to this event when it was nearly over, or perhaps, “well under way” is a better way of saying “later” rather than “earlier.”

Who know, and who cares probably, yes I missed the Concours judging, but thanks to Chris Aston of the Wolverhampton Club we still have some photos of that bit to drool over!

Bottom line, this is a “build it and race it” event whether it’s in the Concours or not and a bit like the forthcoming Gary Cannell/ MRE sponsored “Classic Le Mans” Race a couple of weeks before the Slot Car Festival which will also be at the Wolverhampton Club.

As “Pendle Slot Racing” actually sponsor this event, then a lot of people seem to start out



with kits like these “Penelope Pitlane” ones that are now available from Sean and Co. under the Pendle slot Racing “umbrella” as they took over the brand from Steve Ward several years ago, and under their stewardship they have refined and advanced the models wherever they can in order to give people the best quality and value for money that they can, and they’ve also done that with my very old friend Mac Pinches range of Pre-Ad(verts) F1 cars also, so if you’re into this type of “Early Bird” F1 car then “PSR” is the place to find them basically!



You might have also noticed that the entry list for this event is a bit of a “who’s who” in slot racing, so that’s why I never entered (Best to know one’s place in the world, isn’t it?)!



But it is all done in a very friendly and relaxed manner with several people also bringing along a few vintage bits and pieces to “sell”, or probably actually more correctly “to



enable others to carry on racing their cars” as the retro racing scene using only period items is also still going strong as well, if the truth be known.

Right, rather than babble on about the racing, I’ll just tell you who won and then you can drool over the photos of the cars that were being raced there and if you’re anything like me then you’ll also wonder why yours do not look as good as these do, eh?

Concours

1. Bryan King.
2. Mick Kerr.
3. Peter Emery.

Overall Event

1. Ashley Evans.
2. Phil Field.
3. Pete Crane.
4. Matt Tucker.

So another great event and well done to all that attended and made the day so special, see you next year. ■



Promotion's News

By Nigel Roberts

As a Club we have had an excellent start to the year with our recent swapmeet at Milton Keynes breaking records galore. Firstly we had an increase in the support of the traders, swiftly followed by a big increase in the number of people through the door. Thirdly the event car sold out within the first hour what more could you ask for? I would like at this juncture to thank our Editor Jeremy Naylor for his sterling work in organising this event and to those Committee members who supported him throughout the day clearly a job well done. Certainly the feedback from the traders and general public was one of a successful day was had by all.

Since my last article myself and the Committee have been looking at ways to raise the profile of the Club and move it forward. As you can see we have introduced a new box insert for future Club cars in racing green, together with a new Club pin badge which has been modelled on the old '60s scalextric badge. Special thanks must go to Steve Langford for his valuable assistance in getting the pin badge project off the ground. We have also recently added to our range polo shirts and caps as well all of which have been well received. Both of these items plus the pin badge are available for purchase from our table at all future swapmeets.

Finally it has been encouraging to see the



membership numbers improving steadily with past members renewing and new members coming on board. It is important to keep spreading the word on NSCC membership as we meet new friends and keep our wonderful hobby moving forward. If anyone has any new ideas on future projects for me to look at come and see me at a swapmeet on the NSCC stand or email me direct at promotions@nsccl.co.uk. ■



BITS & PIECES

BY GRAHAM PRITCHARD



Hello again, and after all of the hot news from Nuremberg, then here's my version of "What's New" etc. from some of my regulars as well, as they were unable to make it to Nuremberg.

Amato Chassis Design

This month Angelo has been turning his attention, and his microwave, sorry 3D printer, to more stuff from the 1970's era of UK Scalextric with the creation of one of his superb chassis for the UOP Shadow and as well as saying "don" if you read it upside down, it also stood for "Universal Oil Products" when read the right way up, which might just have answered a childhood mystery for more than one or two of you out there then, perhaps?



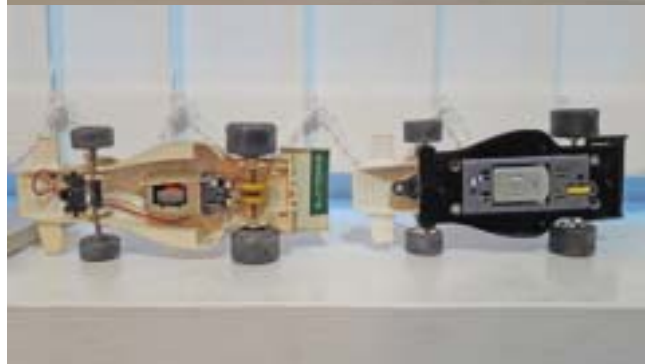
Whatever, here's one I prepared earlier as they used to say on "Blue Peter" during that era and they'd never heard of health and safety either had they when you think back to what the late John Noakes used to get up to!



Now, here's some pictures of Angelo's recreation of the chassis, and he even gives you a new rear spoiler together with an airbox that has great close up detail with that very nice open air intake area and a couple of mounting posts also, but you do need to remove the lower sides of the body as well as the internal bits and pieces in order to get the new chassis in, and I also noticed that the guide is very slightly more forward than on the original as well, so that should make it perform even better. ➡➡

Pity that my one is already painted and decaled with “Kevin Oz” decals otherwise I might have been tempted to butcher it to fit one of these! Hang on, what’s that? *“Graham, You’ll just have to do another one”* said Angelo!

Angelo also said that there is another one or two on the way as well, of which one is the BRM and the other one, well “it’s the Wolf”. So more and more of our ‘70s F1 cars can now be



updated, or you could always wait for Andi Rowland and Maurizio to bring them out as “Polycars” one day instead maybe?

I’ve actually recently bought my very first Policar as I just couldn’t resist it, and one day soon I might even take the cellophane off it and use it!



Please excuse the reference to the old days of the TV and Hanna Barbera and Lambsy there, but it's what eBay Nigel always used to say when we raced them a very long time ago.

Teamslot

You might have spotted on Ebay recently a plain yellow RS2000 that is a genuine factory error according to my good friend, and the UK importer for Teamslot, Steve Wright, but there aren't very many of them around at all, so if you want one then you'd better get in quickly Steve says!



I think it looks really good in plain yellow, but you could always just spray your own if you like it and miss out on these as there are only fourteen of them said Steve.



George Turner News

With the Easter break coming up (as I write this) then I wondered if anybody would still be around to send me anything and most fortunately Mr. Turner was, so this is what he had to say.



Hi Graham, there's a lot of new stuff in the pipeline at the moment. The Cunningham C4RK is now moulded along with the Ferrari F500 F2. I am currently working on an updated Maserati 300S with engine detail which a lot of people seem enthusiastic about. I am also updating the Alfa Periscopio to bring it in-line with our current models.

We are now waiting for a new batch of decals to be done, and with some luck we should have them in a month or so, fingers crossed.

⇒⇒





Plans after this are for the 1968 Le Mans Alfa T33 and maybe another truck, people are definitely enjoying the trucks at the moment.

Regards, George

I've also had a quick look at George's website and it looks like he's going to progress the Chevy "Cab over Engine" model for a start, which if I remember correctly they did on Sin City Motors a while ago and he's also going to



be starting/ progressing a couple of other vehicles of which I may know one of them, but in order to avoid letting the cat out of the bag (or looking an idiot if it's not the one that I know about!) then I'll wait until George tells us himself, OK?

The Resin Factory

Never heard of it? No, nor me but it's what one of my friends called me recently and believe me or not, but I was actually going to try to get out of doing all of this resin stuff over the coming months this year as I thought that it had run its course but then I met Angelo Amato and his Minis, and the rest is history as they say!

So, as we're a bit short on news this month then I'll show you what I've been up to over the dark winter months, but please just remember that I'm only a very keen amateur rather than "good at it" unlike a certain Mr. Turner of whom you've no doubt heard of for example, so if they look a bit flawed "close up" then that's probably because they are, but from a distance, in the dark they might just pass as acceptable to some people but I'll say it now, if you were expecting something sensible, then you're going to be a bit disappointed, as you ought to know me by now.

VW Beetle Van

OK, 1930's German saloon meets 1930's USA Van essentially here then and it works really well, we all reckon. Told you it wasn't going to exactly be "sensible", didn't I?

And after this one there are plans for a pick-





up version as well, once it's been cast in resin that is, as then it should be pretty easy to take the van part back off in order to create a pick-up! Like I said above, there's no point in only doing "sensible cars" is there, as everyone else does those.

Rat Rod Roof Chopped Model A Van

Uuummm, this one was actually a bit further forward at one point, but then I decided to swap



the body over to a roof chopped one, so all it needs now is the engine block and then it's a runner.

Chassis is an old Hornby F1 car with the guide bit cut out and pulled back in order to shorten the wheelbase somewhat, and the front axle actually runs in an axle tube that is super-glued onto the chassis ahead of the guide and reinforced with some Bicarbonate of Soda as that sets like concrete when it hits the Superglue!



The idea is that the engine block will then cover all of the lead wires etc when you hollow it out, as you can see on another one "that I prepared earlier" and it works really well, but you just have to get around to doing it one day, don't you?

32 Ford 3 Window

I think that's the right name, but not 100% sure, as I've forgotten where the original is to have a look and unfortunately it's yet another one →→



that's not quite finished, but you never know, when I have no more new ideas then I might actually get around to finishing some of these previously started ones, but the chassis is the same as the one above essentially, just with a different body, but typical of the era that I like quite a bit as you can probably tell.

Group 5 Escort Mk2

OK, here's a proper racing one then for a change, and having started with an old SCX



Mk2 Escort and an old Scalextric BMW 3.0CSL then this is what I ended up creating after a few, sorry, a lot of hours!

The beauty here as well is that Angelo also does a chassis for the Escort, so you don't need to ruin your original one, but you could still use it as a donor car if you wanted to though as the original chassis will still fit in, and so will the glass.

If all goes to plan then this one will also get cast in resin for the "nearly here" UK Slot Car Festival at Gaydon next month, as we reckon that nobody else has ever done one yet, but I could be wrong of course, as usual.

Alfa Romeo 182

OK, this is a bit/lot of a "major diversion" for me as I "usually" only do saloons, but as it was a special project for "Slot Car Magazine" then I'll only show you a couple of pictures here as the full build story should be in their next issue, but as it's "something different" then I thought I'd give you a bit of a taster of it here for now, but it should be on display at Gaydon next



month as well if all goes to plan and I do actually finish it in time! So cross your fingers and hold your breath there then Marc, eh!

As you may already have worked out, this Alfa actually started out as a very grubby C138 Scalextric Saudi Leyland Williams, but it's had a hell of a lot of work done to it, but as it used to be a Saudi then the most logical choice of chassis was Angelo's one as by my calculations the wheelbase of the Alfa is exactly the same as the Saudi, and by some small coincidence, then yet again, "here's one that we prepared earlier" as this is Bearwood's James Noake's "Angelo

chassis" Saudi that he lent me to use a reference point whilst I was building the Alfa, so many thanks for that then James, and it doesn't half transform the original Saudi we can tell you, so if you want to upgrade any of your 1970's F1 cars then this is a very easy way to do it for sure.

By the way, I've also just sussed that there seems to be a lot of interest in Alfa's at the moment, just look at what George is doing again, but then again, you can almost see why given the lovely flowing lines that their cars seem to have carried over the years, can't you? ➡➡





Slot Track Scenics News

Good stuff, and here's another bit of news from another one of my regular suppliers.

Hi Graham,

Here at Slot Track Scenics we are even busier than usual as we are looking ahead to the UK Slotcar Festival on 19 and 20 May at the Heritage Motor Centre at Gaydon in Warwickshire. Having brought our large Silverstone track to the Festival for the past two years we would like to bring something different this year and so we have been planning something since the end of last year and after working on the CAD for it, then finally last week we got the last of the bits we need.



Now the challenge is to turn those into a 5 m x 2 m version of the Catalunya Formula 1 circuit. It will be constructed with 10 panels each 1m square, stood on 4 IKEA screw in legs.

Just to make it a bigger challenge we also want it to reflect the elevation changes of the real circuit.

In building such a big circuit we also need to put power taps onto each of the 10 panels and we also want it to be ready to take all round track lighting, so there is lots to do.

For more information about the build see our Slot Track Scenics website (www.slottrackscenics.co.uk) or Facebook page.

We will say a bit more about it in next month's Journal, but in the meantime, then please get the Festival dates in your diary!

David Jessett

That sounds very interesting David, be good to see it up and running at Gaydon for sure!

And Finally

Don't forget that it's the UK Slot Car Festival once again next month, albeit one week later than last year on the 19th and 20th May 2018, so hopefully you will get your Journal prior to the event and hopefully I will also see some of you there somewhere during the weekend, and if you don't run away too quickly, you might even end up in some of my photographs for my next article!

So, see you all next month if all goes to plan.■

COLLECTOR'S CORNER

BY MARTIN HEAPS



This month just a selection of things I have found to show you.

First up is a selection of Marshall and Police pre production cars, a great subject matter to collect and highly desirable.



Next is the BMW 320i, great release and even normal production examples make strong money in auction. ➡➡





I've come across quite a few Range Rover examples in the last couple of years, these two

below look great, one is almost a white translucent colour. The other is in black. The orange tyres are quite unusual!





Marshall Cars are very collectable and the two featured here are really interesting.



The grey one looks like it's a mould flush example, the reason being its quite mottled.

The other car in black has really cool looking yellow mirror's, it just shows anything goes when it's a pre production.

Going completely different and away from the cars now, with a rare scenery item.

I saw this super condition and boxed example of a very rare A222 Bridge Embankment, these are certainly a thing to look out for even unboxed examples making around £300.

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The last thing this month is a couple of super looking muscle cars.

That's it for this month, can't wait to see



what shows up at the Gaydon show, I will be attending on the Saturday and if you have something you would like to share in one of my articles then please let me know. I can be contacted via the editor. ■



C is for Cannon, Carrera, Cartrix, Cartronic, Champion, Classic, Competition, Corgi, Cowans Studio and Cox.

Cannon were a division of C & S Distributing, and made ready to run cars from Lancer bodysells, equipped with Rigger wheels and tyres.

Carrera can trace their history back to 1920 when Josef Neuhierl began making tinplate toys. In 1963 his Son Hermann introduced the 1/32 scale Carrera Universal Slot Car system, with a triple contact slot guide that enabled two cars to run on the same lane.



Universal was perhaps the wrong name, as it's a major guide-swap operation to convert such cars to work on Scalextric track. Perhaps that's why early Carrera cars seem less sought after than some of their competitor's makes? They are certainly well-engineered though, sleepers for the future perhaps?



Carrera have always had a close association with Porsche.



Luckily, today's Carrera cars will work on Scalextric Track.



Carrera's range included an Old Timer Bugatti and a matching Old Timer Mercedes.

While their early cars like the Porsche 804 were rather rudimentary, they were soon adding more detail.

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1967 brought Carrera 124 1/24th scale cars. The Company continued after Hermann's tragic suicide in 1985, becoming part of the Stadlbauer Group in 1999. See their website: www.carrera-toys.com and David Bates's column in this Journal of course, for more information.



Cartrix seem to have cornered the market in the early Grand Prix cars that were driven by Fangio and his friends and competitors.

Cartronic are part of Autec AG of Nurnberg, see their website: www.cartronic.de for more information on their 1/43, 1/32 and 1/24 Scale ranges. The 1/32 Cartronic Revolution cars come with a weird patented guide with solid copper track contacts and magnets in the guide too, to avoid de-slotting. Unfortunately this didn't work at all on my Classic Scalextric track, so I had to swap the guide on my Ferrari, but I see from their website that Cartronic is claimed to be compatible with Carrera track, so presumably that may give better results.

Champion in the USA was formed by Jim Williams to make a sidewinder aluminium chassis, taper-lock spur gears, wheels and silicone tyres. Ready to run cars followed, with faster and faster motors developed for professional slotcar racers.



Champion Motor Racing 1/43 sets and cars in Europe were made by Jouef under the Playcraft and Mettoy banners. Their plastic Champion Dunlop Bridge is particularly nice.

Classic was founded in 1964 selling aluminium chassis, then developed their own Manta Ray thingie, which was surprisingly quick out of the box, and supplied with a spare Lotus bodyshell. Further thingies followed, to the dismay of Purists, including the ASP, Astro-V and Gamma Ray. Classic made a very nice version of the Batmobile, before making the mistake of changing production to radio-control model cars instead in 1967, the lack of success of which is blamed on a blizzard that affected attendance at the Chicago Hobby Show where they were attempting to launch the new range.

Competition were one of the Companies bought by Pactra Chemicals, who produced hobby paints before making bodyshells in 1965. Pactra and Competition cars are apparently difficult to tell apart, apart from chassis style and motor choice.

Corgi were not a slotcar manufacturer as such, but made a useful range of plastic pit building kits, based on those at Silverstone, to go with both their 1/43 scale Motor Racing Die-cast range, and sister Company Jouef's Playcraft



Champion Motor Racing sets, also sold under the Mettoy umbrella. The Champion sets came with a catalogue style leaflet listing the range of Champion slot cars available, and featuring the Corgi kits.

In 2010 Chris Cowan introduced his Concours range of professionally built one-off slotcars for discerning clients.

Cox are probably one of the best known and sought after slot car brands in the USA. LeRoy Cox started his Californian business in 1945, having developed a miniature petrol engine for model cars and planes. In 1964 he entered the slotcar market, with such goodies as die-cast magnesium chassis. Formula One BRM and Ferrari cars were followed by GT40's in both 1/24 and 1/32 scales. The Cheetah was also available in both scales. The Cox Chaparral 2 is credited with being the second best selling slotcar of all time, and they regularly pop up on eBay. Before you ask, Classic's Manta Ray thingie is credited with the best selling slotcar of all time, according to Philippe de Lespinay in his 1999 book.

Let's examine how models of the above manufacturer's slot cars are doing individually on eBay:

Cannon eBay Top Ten

1. Cannon 1/24 Mako Shark Corvette Undisclosed Offer above £107.04 (122922568698).
2. Cannon 1/24 Vendetta 465 Thingie £107.04 (352302425612).
3. Revell 1/24 1970 Chevelle Bodyshell on Cannon Vendetta Chassis £49.95 (192455579606).
4. Cannon Clear Vendetta Bodyshell Only £17.80 (222762596222).

Not many Cannons sold on eBay recently, only four different ones by the looks of it.

Carrera eBay Top Ten

1. Two Carrera Digital Wireless sets and accessories including five cars. Undisclosed Offer over £457.48 (173124760506).
2. 73 Track Piece Carrera Digital Wireless Set (no cars). £457.48 (302552810636).
3. Carrera 1/24 Race of Victory Digital Set £421.81 (292403370506).

4. Carrera GT Perfection Digital Set £371.52 (292408330577).
5. Carrera Pure Speed Digital Set £349.99 (253214920145).
6. Carrera Night Racers Evolution Set including Chevelle and TransAm Undisclosed offer over £290.46 (222759433504).
7. Carrera 80 Flashback Digital Set £290.46 (362127801610).
8. Carrera Racing Spirit Wireless Digital Set £290.43 (192394859017).
9. Carrera GT Championship Digital Set £290.43 (352204561970).
10. Carrera Ford Fastbacks Mustang Digital Set £283.20 (192194501010).

Carrera fans seem to be more interested in modern digital sets than historic Carrera slotcars, judging by the fact there are no individual cars in the Top Ten. A couple of the sets do include some nice cars though, there are the Chevelle and TransAm in the Night Racers set, and the two fastback Mustangs in the Ford Fastbacks set.

Cartrix eBay Top Ten

1. Five Cartrix Grand Prix Legends cars Undisclosed offer above £98.32 (282752695743).
2. Cartrix Vanwall 1959 White & Blue £98.32 (122987370427).
3. Cartrix Mercedes Benz W196 1955 Stirling Moss £89.39 (222712555663).
4. Cartrix Lancia Ferrari £80.45 (192438983782).
5. Cartrix Alfa Romeo G. Farina Belgium Grand Prix Car £79.56 (192463640535).
6. Cartrix Mercedes Benz W196 1955 Fangio £77.00 (332551578087).
7. Cartrix Aston Martin DBR4 1959 Grand Prix Car £74.99 (192438983536).
8. Cartrix Alfa Romeo Fangio Monaco Grand Prix Car £74.99 (192437926277).
9. Cartrix Porsche 804 Dan Gurney US Grand Prix Car £70.58 (192407269108).
10. Cartrix Ferrari 555 Supersqualo £70.58 (222628801739).

Cartronic eBay Top Ten

1. Cartronic Mercedes 300SL £30.83 (282868770525).

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2. Cartronic 1/24 Gumpert Apollo £23.95 (322989769242).
3. Cartronic McLaren F1 GTR Fina £19.99 (232610680030).
4. Cartronic Porsche Kremer (incomplete) and Chrome Fly Porsche 908 £17.64 (122827328983).

Only a top four there then. I hadn't realised Cartronics were so rare. There was another identical Cartronic Mercedes 300SL that sold for just £22.50 (202144962830). I do like my Cartronic Ferrari, it has a certain toy-like charm.



Champion eBay Top Ten

1. 1/32 Slot Car Junkyard of 23 Cars including Champion, AJ's, K & B Russkit, Hubley and Aurora £358.50 (253455766796).
2. Hoffman 1200 Pit Box with six 1/24 cars and parts including Champion, Classic and Cox £179.61 (183074300801).
3. Champion 1/24 Lexan Car with Cox Cucaracha and Dynamic Bandit Thingies and parts Basement Find £173.50 (263526381862).
4. Champion 1/24 Lancer Porsche Coupé Lexan Bodyshell £143.33 (232619672100).
5. Champion 1/24 Lola GT £133.80 (192449900899).
6. Polistil Champion '80 HO Wolf WR1 Black with Canadian Flags Livery Undisclosed Offer over £120.34 (142679373326).
7. Champion Flag Tokyo Plamo Studebaker Gran Turismo Hawk £120.34 (192408119809).
8. Champion of Chamblee (Georgia) 1/24 'Ready to Win' Car with Brass Rod Inline Chassis and Painted Open Sports Body £111.64 (192440973152).
9. Champion 1970's Motor only £110.65 (232672565529).

10. Champion of Chamblee 1/24 McLaren M8 £100.39 (192426335355).

Classic eBay Top Ten

1. Classic 1/24 Modified Toronado Blue £858.41 (302654001234).
2. Classic 1/24 Serpent Thingie Green & Purple £680.62 (302666498336).
3. Classic 1/24 Stinger Thingie Green £530.05 (302654000279).
4. Classic 1/24 ASP Thingie Green £255.05 (112698293445).
5. Hoffman 1200 Pit Box with six 1/24 cars and parts including Champion, Classic and Cox £179.61 (183074300801).
6. Classic 1/24 ASP Thingie Red £143.68 (391996430149).
7. Classic 1/24 Chassis fitted with AMT 1940 Willys Truck Body £107.77 (173132726662).
8. Classic 1/24 ASP Thingie Gold Undisclosed Offer £103.10 (362252711144).
9. Classic 1/24 Batmobile with Replica Box £96.95 (302664347581).
10. Classic 1/24 Viper Thingie in Red with spare Clear Body and Clear Cheetah Body £95.84 (302637229754).

Competition eBay Top Ten

1. Competition Hobbies Chassis with Motor £21.55 (152885865580).

No other Competition items have sold recently.

Corgi Kits eBay Top Ten

1. Corgi Shell Filling Station built Kit with Accessories £120.00 (382401408356).
2. Corgi Batley Garage, AA & RAC Telephone Boxes, Lamp Standards and Forecourt Accessories Kits £106.98 (202180812556).
3. Corgi AA & RAC Telephone Boxes Kit £89.95 (292022063172).
4. Corgi Silverstone Timekeeper's Box Kit £79.00 (323006566079).
5. Corgi Police & Public Telephone Boxes Kit £76.00 (352125512769).
6. Corgi Silverstone Pits Kit (Dealer Sample Box) £69.00 (222799105667).
7. Corgi Silverstone Press Box Kit £69.00 (323011415825).



8. Corgi Batley Garage Kit £64.99 (391956963081).
9. Corgi Motel Chalet Kit £55.00 (222802560671).
10. Corgi Track Officials £55.00 (322945652731).

All the above kits were un-built, apart from the Shell Filling Station.

No Cowans Studio cars have sold recently on eBay.

Cox eBay Top Ten

1. Pair of Blue Cox 1/24 Super Cucaracha GT's with boxes £2,492.70 (142681732668).
2. Cox 1/24 Ford Galaxie Dan Gurney £913.40 (322987326558).
3. Cox 1/24 Orange La Cucaracha £410.32 (273074195442).
4. Cox 1/24 Chaparral £390.16 (391965112857).
5. Cox 1/24 Ford Galaxie Blue £363.93 (382376450058).
6. Pit Box including eight Cox 1/24 cars, one 1/32 car & spares £324.68 (263468142859).
7. Cox 1/24 Cheetah Kit £293.98 (122926581831).
8. Cox 1/24 Ford GT Kit £277.59 (122883367912).
9. Cox 1/24 Ferrari F1 Kit £274.74 (352248798117).
10. Cox 1/24 Super Cucaracha £249.76 (352240745047).

Did you know Cucaracha is Spanish for Cockroach?

Monthly Worldwide eBay Top Ten

1. Scalextric Ferrari Berlinetta 250GT Yellow £970.47 (323059940835).
2. Aurora HO Thunderjet 500 International Wrecker Truck Red £895.18 (152927855132).
3. Classic 1/24 Modified Toronado Blue £858.41 (302654001234).
4. Safar Giocattoli Autopista Tinplate Track Figure Eight Set from 1948 £798.43 (152914408051).
5. Aurora AFX Tyco HO 70 Cars Collection £686.11 (263532068966).
6. Aurora HO Thunderjet 500 Black Mustang Fastback Undisclosed Offer over £680.62 (273095488786).
7. Classic 1/24 Serpent Thingie Green & Purple £680.62 (302666498336).
8. AFX HO G+Plus Monza GT Black £658.00 (273095063631).
9. Scalextric Vintage Bugatti (Second Series - de Havilland 1983) Green £650.00 (253440282091).
10. Slot Classic Aston Martin Zagato Undisclosed Offer over £608.75 (222844604682).

Interesting to see a couple of Classic cars in this month's Top Ten, after our feature on manufacturers beginning with a C.

More next month, so until then enjoy the hopefully better weather? ■