



No. 431 FEBRUARY 2018

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	6
Forza Slot.it.....	14
Chairman's Chat.....	20
Ron Beresford Interview....	22
Taking It Sideways.....	29
NSR Comunicazione.....	31
Swindon Swapmeet.....	34
Collector's Corner.....	40
Bits & Pieces.....	44
Ebay Watch.....	52



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



Diana Francis - Honorary Life Time President And The Winner Is.....?

Finally, the most boring and perhaps depressing month of the year has come to a close, and we can begin to look forward to some better weather and lighter evenings on the way? Hopefully I shall soon be able to put away the Airfix kits and restart my slotcar building with a considerable back log of George Turner kits to start!

This month I promised to reveal the winner of the Christmas competition, firstly though thank you to all those who entered this year, actually a surprise if I am honest as we had some 26 members enter, although correct entry wise was 21, with the correct number of Christmas Puddings in the December Journal being 12 in total (twelve days of Christmas!).

So to announce the winner, who was drawn out of a hat containing all the correct entries by number one son, Ciaran is Craig Boughey in Australia, well done, I shall contact you and post out your prize in due course. Because we have more entries than I actually expected, I have also decided to award prizes to the 2nd and 3rd placed entrants, so these prizes will go to Chris Arlow and Chris Gregory, again thank you to all who entered, hopefully better luck next time, perhaps another quiz at Easter?

Moving on and this is also bumper Journal this month, again a surprise considering the time of year and potentially a lack of information on forthcoming release information until the conclusion of the toy fair season, but of course many manufactures have already announced their ranges in advance via the internet.

There have been many expressing disappointment with certain manufacturers ranges, but as they say you can't please all of the people all of the time. Interestingly two smaller manufacturers are also bringing out new track systems, which in the current climate I think is a brave move.

So not a lot more to add, other than I hope to see a few of you at the forthcoming Milton Keynes swapmeet on the 18th February, please do come and say hello and don't forget the limited Club event car, which looks likely to sell out on the day, see you there. Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

At 10:00am on 8th January, Hornby released details of the 2018 railway range: we had to wait until the following day for details of the slotcar range. But surely, just one more day didn't really matter? The catalogue, which only covers January to June, has been reduced from the pre-order price of £5 to only £3 so having to purchase two during the year isn't too painful. It has also reverted to the A5, landscape, format seen a couple of years ago, whilst Hornby and Airfix remain as A4. However, although it won't be as convenient to file with earlier editions, the images it contains are larger for the new releases and nearly same size as last year for current models. The rendered images really do look very convincing.



model. However, although not declared as such, there is also a Micro racer that appears to be new (more later) and another 1/32nd model that Scalextric have failed to promote as a new tooling investment: maybe they're a bit coy about trying to endorse encouraging news.

We get three Limited Edition packs, two of which were announced in 2017, and twenty one reliveried models which include a couple of 1980s' saloon racers, four current-generation BTCC cars, three USA muscle cars, one of which looks suspiciously close to one seen in the F&F films including the registration number,



2018 Overview

As expected, 2018 brings the usual mix of newly tooled models to augment the anticipated additional liveries for existing models. Of course, we're still waiting for the Ford GT scheduled for last year so the only new tooling announced for 2018 is a generic Super Resistant



some current Le Mans GTs, a police Audi R8, and three classic racers. Overall it looks a fairly balanced range for those new to the hobby but, as the majority are only freshly decorated versions of existing models, those looking for new subjects will probably be disappointed. I've yet to purchase a BMW E30 so the Jägermeister version is a probable addition to the stable: there, I've committed to purchase at least one new Scalextric model this year!

Solo High Detailed cars, including all those from previous years, have nudged up from £39.99 to £40.99.

In addition to the range of 1/32nd scale solo releases, we get seven new sets, one of which is the Micro set detailed later. Prices for these range from just £65 for the smallest, simple oval set, C1399, to £600 for an ARC PRO Platinum GT Set C1374, still identified on the website, although not so in the catalogue, as being new. It is not that "new", as it has been available for some time and the individual cars are readily available online from traders that have split sets to sell the cars separately. I'll not bang on about Hornby's trading agreements as apparent breaches are proving beneficial to many of our members, if not necessarily to the traders closely associated with the NSCC.



In amongst the set listings on the website can be found the Arc Pro Hyper Cars set, C1388, which contains the aforementioned new moulding in the shape of a Lamborghini Centenario, a Jaguar CX-75 and a McLaren 720, all in Super Resistant form. Strangely, this set does not appear in the catalogue. At £379.99 it looks reasonable value although very little information has been provided: the track is listed as including a single crossover and a pit lane, but no running length is given.

PCR

Pro Competition Ready seems to have been quietly ushered into obscurity as it is no longer ➡





listed in the details for any of the models for which the revised chassis were available. A search of the Scalextric site still provides a page listing the cars for which PCR chassis can be obtained as 3D printed examples from Shapeways but new versions of the same cars do not make any claims of compatibility. If these are required it is preferable to search online for traders that still have stock of the original moulded versions for the BMW E30, Sierra Cosworth, BMW MINI F56, Porsche 911 and Honda Civic as these are only £4.99 compared to the Shapeways price of around £14 plus considerably higher postage than from a UK retailer. However, Shapeways do offer chassis that were not produced by Scalextric themselves or are no longer available as Scalextric parts.

F1 Approximation

The reason for not showing the 2018 catalogue cover when first announced on the Scalextric website in December is now apparent as it shows a couple of this year's newly tooled models. The appearance of two new F1 cars is generally welcome although close inspection of the

images reveals that they are, in fact, the same car. I know that, during many periods, the leading cars tend to look very similar and can only be differentiated by their paint schemes but in the past, apart from the generic cars, at least an attempt has been made to model each car on the real thing.



The cover artwork portrays the real cars rather more accurately than the toys: these are Super Resistant models without cameras, have solid air-intakes and fewer "breaky-off" bits than previous High Detailed releases. But, they do come at the lower price of £34.99 so must be ideal additions to that first set if realistic liveries



are desired: the previous generic single seaters are still listed at just £25.99. C3955 represents last year's Williams FW40 of Felipe Massa whilst the similar C3956 is the McLaren Honda MCL32 of Fernando Alonso.

Ford GT40 1968

Among the freshly decorated cars, revived from the archives, is a set of the three J.W Automotive Engineering Team's Ford GT40s from the 1968 running of Le Mans, C3896A. Before anyone claims this is a lazy way of milking existing tooling, remember that the number 9 car was released several years ago so anyone new to the scene will have missed out on this famous car. The other two cars are rather less well known because the number 11 car of Brian Muir and Jackie Oliver called it a day after only 15 laps whilst the number 10 of Paul Hawkins and David Hobbs soldiered on for a further 92 laps before it too retired. The important point was that Pedro Rodriguez and Lucien Bianchi's



achievement gave the team victory, a feat the team repeated the following year with the same car, this time driven by Jacky Ickx and Jackie Oliver.

Doubtless this will be a sought after boxed set, at £130 and limited to 2000 this may be one to pre-order. Alternatively, wait for the usual deals at the Swindon Hornby outlet: even in January of this year, despite the declared ending of discounting, there were plenty of three for two





the price of two offers. At those prices, I calculate that it is possible for anyone, with access to the McArthurGlen Designer Outlet, to buy models cheaper than can the traders.



SR CDU

One rather odd item in the catalogue is the inclusion of what appears to be a retailer display collection. It's a set of 12 Super Resistant cars, shown in profile but defined as "assorted" so presumably the contents of the pack can vary. As it is not listed on the website I have no idea of the price: I've asked Scalextric if this will be available to customers but am currently waiting for an answer.



HO

As mentioned above, the two cars in the Micro Sci-Fi Speedway Set, G1133, look to be new although there is no such claim on the Scalextric

website. It looks quite an exciting entry set with nearly five metres of track including a loop and an undefined "half-pipe", and new 4-position speed-limiting hand throttles. Hopefully they are significantly better than the existing Speed Limiter Hand throttles which regularly jam. For £50 it could be the introductory set of the year. The two fantasy cars, Concept Spark and Concept Ghost, are not currently available as solo releases, although this often follows a while after the set has been available.



Part Two

The above is a reasonably accurate portrayal of the situation as apparent to anyone that studies the Scalextric website and has purchased the 2018 catalogue. However, we already know that the publication only covers the first half of the year so it could reasonably be assumed that

there's more to come. Indeed, there is and it's not such a coveted secret as could be believed: traders were treated to the full 2018 range early in January and many have shared the information on their websites, although some with limited images. The reason for Scalextric restricting information on these additional models is a bit strange: they haven't released the details through their own conduits but have permitted traders to provide marketing on their behalf. One trader is obviously taking his role more seriously than others as he is showing artist impression side views, as provided by Scalextric, whereas others merely have details without images. Of course, the situation may have changed by the time this is published.

Most of these second half releases are further revised decorations of existing models including a Mini, a couple of Ford Escorts, a Ford GT40, a Ferrari 412P, some generic SR models and further versions of the Mustang, Challenger and Camaro. A twin pack of scabby VWs might attract the interest of those unable to create their own distressed variants from those already issued, and heavily discounted, in previous years. None of these give the impression as absolute "must haves" but will serve those who either missed the earlier versions, who have a hankering to collect every release or collect a particular subject. In fact, the releases will even permit collectors to own two of the same subject as the Ford GT40 is the 1967 Sebring car as previously released as C3066, albeit updated to incorporate the latest guide. Of course, there is always the opportunity to replace the taped over headlamps with high intensity xenon effect front lights.



One of the Ford Escorts to be released is to coincide with, and celebrate, fifty years since the release of the left-hand drive version as announced in Belgium in January 1968. The car we now refer to as the Mark 1 was introduced in right-hand drive form in the UK towards the end of 1967 but Scalextric have chosen to acknowledge the pan-European event instead. There's no details of the design but I'd guess it will be LHD with a big number on the side but hopefully not in one of the less desirable, characteristic '70s colours.

Of more interest are another two new mouldings of the Chevrolet Monte Carlo and McLaren F1 GTR. For the second model we can expect three versions, one of which will be a Limited Edition "A" reference version at a slightly higher price of £45.99. Who would have guessed that this would be the most desirable of the three, number 59, the 1995 Le Mans winner of Kokusai Aihatsu Racing driven by Yannick Dalmas, Masanori Sekiya and J.J. Lehto. Naturally, one of the other two will be in Gulf colours, not too dissimilar to the one pictured here in the paddock at Goodwood.



The other new tooling is for a slightly mysterious model, a Super Resistant Monte Carlo in NASCAR guise, C3947. The only available images indicate that it is of the fourth generation version, spanning 1981 to 1988, probably the 1986 model year. It is far more angular than the other two Monte Carlos that Scalextric have previously produced, these versions being the fifth generation, from 1997, and sixth generation, 2005, typified by releases⇒⇒



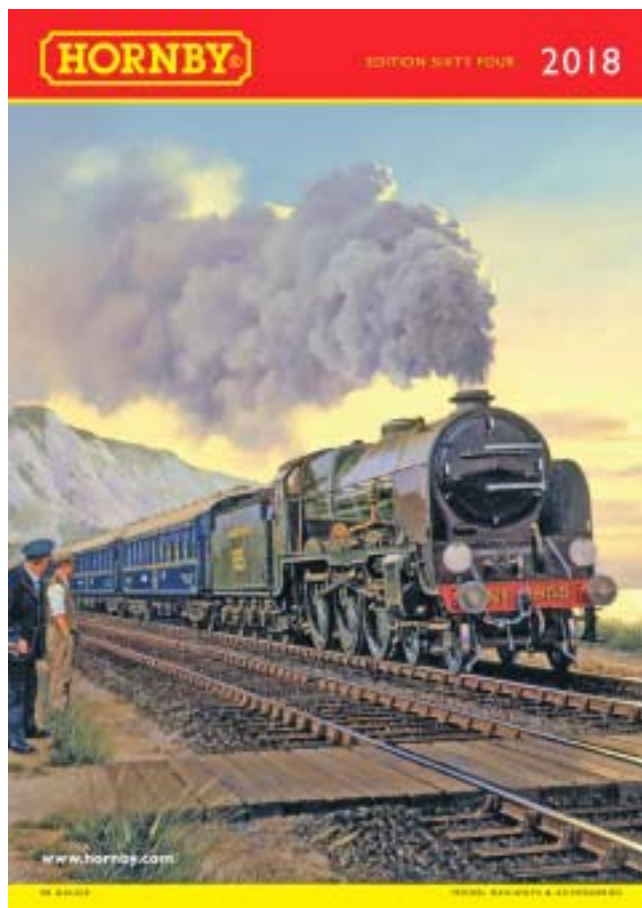
such as C2023 and C2597. Although listed as being SR, it looks as though it may have clear windows and interior. The RRP has been set at £34.99 so it sits midway between the cheapest generic models and a fully liveried version of an actual subject.

The main sponsor, “Velocity” and race number 69, a slightly odd choice possibly aimed at the adult enthusiasts, appear to be fictitious thereby avoiding the onerous licencing conditions for NASCAR models. For those wishing to create their own version the obvious subject would be Dale Earnhardt’s 1986 Monte Carlo SS Aerodeck as shown here on Pinterest. A white version of this one would be most welcome to avoid having to clean off the factory paint and decoration.

To release a single model, dissimilar to any other car in the range, may seem a bit weird until it is discovered that a new set, Stock Car Challenge, C1383, containing a pair of Chevy Monte Carlo models, is due for the second half of the year. No further details yet but a retail

price of around £130 can be expected. This should not be confused with the Micro set, G1104, of the same name.

Airfix And Hornby



Without too much analysis of previous years, it seems that these brands will also witness a reduction in new tooling but will still get some very collectable and desirable items. Topping the list from the Hornby catalogue is the 80th Anniversary edition of Mallard: in 1938 it set



the world speed record for steam traction of 126 mph. This set, R3612, is limited to 1,260 examples and will retail for £230. Although it will be sold at a £40 premium over the standard version it does include gold plated running gear, a wooden plinth, also with gold plated rails and a commemorative plaque all contained in a wooden box. It is rather special, but only for true collectors.



Airfix get six fresh models, two of which were announced last year in “Workbench” reports: three models in the much loved 1/72nd scale, a Vickers Wellington, a Phantom and a North American Mitchell, and three of the larger 1/45th scale replicas in the form of a



Bristol Blenheim, a Hawker Hunter and a Hawker Sea Fury. Of course, in addition to all-new mouldings, Airfix also include revised schemes as well as models with new parts added. The best of these has to be the Handley Page Victor, finally released in tanker, K2, guise: someone in our household has fond memories of flying with these into the USA but at £60 may have to wait until next Christmas.

We Have Contact!

I’ll conclude my report with the most important news for the month to silence all the cynics that have been making derogatory comments about the UK’s best toy manufacturer: contact has been restored! As I’d anticipated, or at least hoped, Scalextric had retired into its shell merely due to workload and not through any desire to ostracise Club members. Indeed, Scalextric have definitely restated their desire to support my monthly reports by providing access to their vault of files, meaning that I am no longer dependent on the low-resolution images from their website.

Overall, this appears to be a year of treading water prior to learning to swim again: maybe by July they’ll have taken the plunge and announce a few further tooling investments. The stock market however, rather than demonstrate enthusiasm for the new ranges, looked less than impressed, the share price dropped back to a three month low of 26.5p, continuing in a similar vein as the past two years. It then continued to drop for the following week. Until sales of the group increase, and demonstrate an independence from loans, we’ll remain in a period of uncertainty, ideal for purchasing shares if one has the confidence. Let’s hope that Hornby find a way the survive the change in consumer spending and negotiate a route back to profitability.

Next month I’ll detail some of the next few releases, hopefully as I take delivery of those I have on order: anyone from the Croydon Scalextric Club will appreciate I couldn’t resist this one! Finally, many thanks to Sarah, Ricky and Simon for their support of the NSCC and their ongoing commitment to provide details on the year’s range. ■

Ciao everyone and welcome to this month's edition of Forza Slot.it. Well if last month was quite good for news, especially the future DTM Mercedes, then this month is an absolute drought/famine/desert to report! I have nothing particularly new to add from the last edition except a bit of an updated rant that I started last month about the SICA33b Audi R8 LMP and its lack of dash detail. I'll get back to that a bit later.



First up is the latest Slot.it DTM offering in the form of SICA36b stunning yellow ProMarkt Opel Calibra that finished 1st in the 1996 ITC Norisring race as driven by the ever popular and talented Klaus Ludwig. Now I did mention this car last month but since then I have splashed the plastic and now have my own copy to go in my collection. I must say that it is so much better and somewhat more vibrant than any picture can show you once you have cracked open the box and got your eager mitts on your latest purchase. Even though it is dull and snowing outside as I write this, there is no denying the “in ya face zinging” splendour of the 95%+ yellow livery! I have to say that while I do like some of the very fancy liveries around today on various models, I believe that the simplest can often be the most classy and effective such as this one.



The Gulf livery also springs to mind and perhaps that is why anything Gulf tends to be snapped up!

Back to this model then and mine is simply faultless. There is great detail if you look that you may not spot at first glance as you wince at the colour! Check out the toeing eye protruding from a very prominent chin spoiler (with another at the rear) and the delicate blue wing mirrors either side, crash resistant, probably not! Something I really like is the detail of the yellow tubular roll cage crash structure in the interior but especially the bar across the front dash and the extra drilled out bracing around the A-Pillar. This really is great detail that Slot.it could have left out but decided to put in so that we can all appreciate it.

Ahh, now that is the rub and rant on, so how come Slot.it can produce the detail above and



give you a fully detailed drivers dash board and a fully detailed driver name, number, car information plate etc. on the roll cage in an enclosed car but the afore mentioned SICA33b Audi R8 LMP open topped car has no such detail? Rant off. Well almost. To me this cockpit detail, drivers helmet and so on are something that Slot.it are, if not the best at, then very close, yet occasionally they just don't? Check out the accompanying snaps, not very clear I grant you, but you should see what I mean. Hopefully the Audi is just a one off and Slot.it continue to produce this excellent detail moving forward at a still realistic price point.



Back to the model then, and you really do need to get your own to appreciate it, as even though the first SICA33a Calibra was a little stunner (especially on the track) then this one just looks that much better, to my eyes anyway. Just keep looking round the model and those little details keep popping out in the form of the rear suspension turrets, sill steps, ventilation/cooling/ aero cut-outs around the front and rear wheel arches and Klaus's helmet design and overall detail are all superbly executed. Probably for me, the best view of the car is at the rear with the little Opel logo's on the rear wing end fences, under wing team information, the rear light clusters, double single exhaust and diffuser detail. This rear end view of the car really does look spot on. And let's not forget the Michelin logoed tyres as well!

Checking out the internet for the correct sponsor logo placement and so on and, again, Slot.it look to have this detail nailed as well. Yes, there are some difference such as the green flash

over the rear wheel arch area (reproduced by Scalextric C2037J) that I have mentioned previously, but overall everything looks spot on especially when you have to bear in mind that come the '90s onwards, just about every car in any major racing series had a slightly different logo/ sponsor makeup for just about every race! One thing I am not sure of are the lines above the front wheel arches. I have looked at several pics and I just cannot see/make out if these are real cut outs on the real car or just lines, the same as the model. Either way I can forgive Slot.it that one if they are real cut-outs and have been left off?



Anything else? Well, you do get a small bag of bits in the box as well that I guess are there to help with the 4x4 conversion should you wish to indulge in a bit of tuning, optional digital chip insertion and a useless allen key! One day I must have a go at the 4x4 conversion but being as I don't know exactly what bits you have to order then perhaps someone out there can share⇒⇒

that information, maybe if they have done the conversion? The small but comprehensive Slot.it accessories brochure I have does show the 4x4 bits but does not specify exactly what bits you need. Great eh or perhaps I am a bit too stupid to figure it out!

I would suggest that you have a poke around the web for some of the other possible Calibra models Slot.it could churn out. To the best of my knowledge the next one out will be SICA36c Hassroder Old Spice but other liveries that look of interest would be the all black “Cliff” #7 car as driven by Manual Reuter (previously made by Ninco 50115), the #25 Team Joest Alexander Wurz car would be a livery challenge or maybe the JJ Lehto #43 Old Spice version would be more to your liking? Me, well the Cliff one is nice but the new Mercedes is what I am really looking forward to on the DTM front now!

Anything else to report? Not much as I believe Terry is busy on various toy fair business getting the low down for the next year’s production and surprise, surprise, no direct emails from Slot.it or Policar as they are saving major announcements for the toy fairs no doubt! However, what I believe is on the near horizon for purchase at your friendly slot dealer is as follows:

SICA10l McLaren F1-GTR in another fizzing yellow livery and looks good.



SICA08f Lancia LC2 in Martini livery, a classic simple livery again and sure to sell.

SICA39b Lola Aston Martin LMP in Gulf livery, will they stay on the shelf for long, most unlikely!

Hopefully, next month I will have lots of information to share on what is to come from Slot.it/Policar over the course of 2018.

Ohhh and then, hold the press Jeremy! A couple of days after I completed this report and emailed it to Jeremy, Terry at Gaugemaster managed to pop over some pre-toy fair information for me to share with you now. I expect many of you have invested already, and a wise choice I might add, as the latest Policar F1 gem in the form of Policar04b with Jackie Stewart at the helm in a gorgeous deep blue is now available in the shops. I have extolled the virtues of these beautiful mini F1 slot replicas before so needless to say if you haven’t tried/





bought one of these already then this would be an excellent one to start with or probably high on many collectors wants list. It's on mine so I will be investing shortly! However, don't just turn these marvels into shelf queens, get them out and give them a blast around your home or club circuit as they are a lovely little drive and would probably make an excellent Policar F1 series to race at club level.

Terry also had a bit more information on future release dates and a couple of manufacturer snaps to share. Note that these approximate dates are when they "should" be expected, which is as follows:

Q1 2018

SICA08f Lancia LC2 #6 Brands Hatch 1984, covered above.



SICA05f Nissan R390 GT1 #21 Test Le Mans 1997, a black race test colours to complement your actual race team cars.

Q2 2018

SICA40a Alfa Romeo 155 DTM/ITC #8 Avus Ring 1995, a Martini livery on an Alfa, what's not to like!

SICA39b Lola B12/80 #29 24h Le Mans 2012, already covered above.

SICW14 Audi R8 E-tron #1 Winner 24h Le Mans 2012, I know, I know this is an Audi but being as it is part of the winners' series it will disappear off the shelves very quickly. Pre-order recommended. Better do mine then! ➡➡



Q3 2018

SICA36c Opel Calibra DTM/ITC #2 Avus Ring 1995, mini latest Calibra review earlier in this report. This looks the best livery announced so far me thinks. I suspect it will sell well!

SICA45a Alfa Romeo 155 ITC #19 Silverstone 1996, the Bosch livery is perhaps not the most visually stunning but what a car on the track! Previous ones leave in the box, race this one?

Note the two new Alfas mentioned above are considered as new models because they are different to the existing moulds and therefore carry an A designation. Nice eye to detail by Slot.it as well I say.

And, saving the best bit till last perhaps? Slot.it are to produce their own track system! Terry doesn't have much in the way of details just yet but the bottom line appears to be that Slot.it are unhappy that they are not able to find an existing track system that will take there

Oxygen Digital Control system since Ninco axed their digital track (and superb on track cars!). Initially, it will be launched with two different radii curves with two more to be added later. There will be, of course, more digital track sections produced in the near future, dates TBC. The surface will be of a high grip nature as Slot.it wish to set new standards in track quality. No information on if it will be compatible with any existing manufacturers track or if conversion pieces will be available? I must say it sounds interesting but we will have to wait till next month's edition for more news.

Well, that's all for now but hopefully a bumper crop of additional information will be available next month after all the Toy Fair news has found its way to my inbox? 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. ■





Well it looks like the year is getting into full swing. After another successful Swindon Swapmeet and the Milton Keynes Swapmeet is about to take place. The event car completely sold out last year so if you want one this year I would get there early, it looks a stunner.

The manufacturers have been launching their new products and whilst some of the familiar players are not currently around such as SCX and Ninco there are still lots of exciting new releases. I have already exceeded my budget with pre-orders, so I will have to start getting choosy.

Which brings me onto my next topic. What did you all make of the Scalextric releases for 2018? I realise that some will love this year's range, particularly the BTCC cars, but overall, I felt it was pretty uninspiring. There was a distinct lack of decent Formula 1 and historic racing cars which is surprising since some manufactures seem to be able to feed the demand for them in the market very well. After all Hornby led the way on this with their excellent Legends series.

However, all credit to Hornby for their Le Mans triple pack, which they released just before Christmas. I have mine and its stunning.

More interesting news recently was the

announcement of two new track systems by two well known manufacturers. Firstly, Scaleauto have announced a new modular slot car track system, which from the images looks very similar to Ninco track. It promises to be suitable for home or club use with a high grip surface for 1/32nd and 1/24th cars. Slot.it have also announced their own new track system under the Policar brand. Once again in grippy plastic aimed at club and home circuits. Both companies are promising digital compatibility and more track pieces as the systems are rolled out. So, it will be interesting to see how they compare.

Moving on, a Committee meeting took place in January and there were several things under discussion including the possible release of an NSCC Club car later this year but more on that in due course.

Hornby/NSCC Weekend

Last year's Hornby/NSCC Ramsgate weekend was also discussed together with the Club's future relationship with Hornby. Overall, we all felt that the weekend was a very enjoyable and successful event and I am pleased to say that Hornby seem to have now re-engaged with the Club and have taken on board our concerns about the lack of input by them at the weekend. This should bode well for the future, but commercially I think the company may still have some turbulent times ahead. Let's hope not.

The Hornby/NSCC Weekend will once again take place in Ramsgate this year on the 24th and 25th November 2018, so do put the date in your diaries. The sum of £2,500 was raised from the charity auction at last year's event which will be presented to the Toy Trust when a visit to Sandwich is agreed.

UK Slot Car Festival

Another event that will be taking place later this year is the annual UK Slot Car Festival at Gaydon. If last years event is anything to go by then this year's festival promises to be another cracker. Once again, the Club is intending to be at the event for both days and as ever will be looking for volunteers to help. If you are attending and can help the Club at any time

over the two days, please contact me and I will put your name on a list of helpers that we will be putting together.

NSCC Leeds Swapmeet

The NSCC Leeds Swapmeet will once again be taking place on Sunday the 7th October 2018 at the Rothwell Sports Centre Leeds. I am currently taking bookings for tables for this year's event so if you would like to book one please get in touch. This Swapmeet was very popular last year and I had to book extra tables so do book early.

Sir Stirling Moss

Finally, one item of news that I picked up recently was that Sir Stirling Moss, after recovering from a recent illness, has decided to retire from public life at the grand age of 88. Well, as someone who survived an era where death was a common occurrence on the race track and who is arguably Britain's greatest living racing driver, I guess nobody will begrudge him that.

It is a shame though that he will no longer be seen at public events up and down the country. Each year people would queue up at the Classic Car show at the NEC waiting patiently for him to sign autographs. It was there that I got him to sign a photograph that we put into the auction at Ramsgate a couple of years ago. It was also there that I got him to sign the bonnet of one of my Scalextric Vanwall's. The model of the one in which he took part in the 1957 German Grand Prix.

Always pleasant and approachable with none of the ego that one finds amongst some of today's sporting celebrities, he was a true gentleman and without doubt a class act.

It is amazing to think that such was his talent, fame and stature in the 1950' and early 1960s that he spent most of his life afterwards in the public eye simply being Stirling Moss. Even today over fifty years after he finished racing in Formula 1 he is still a household name. A real legend.

That's all for now until next time. ■



An interview with Ron Beresford 1960s Scalextric Designer - Part 2 Ron Takes To The Road

By Robert Learmouth

In the second part of this series last month, Ron shared some of his favourite anecdotes and painted us a picture of life at Minimodels. This month Ron starts to relate life on the road, marketing Minimodels in his expanding role.

But first an interesting reveal. We ask Ron if there was anything he ever worked on that never made it into production. And we are rewarded with a fantastic response, “Bill [Langley] came up with the idea and said ‘we want to have an animated pit crew’. I worked on the idea of two wheels with serrated teeth on, which when you move the centre pin about, operate the assembly backwards and forwards. It used a separate controller. The controller was pressed down and the cable inside pushed the pin and the crew came out the building. Whether it would’ve worked [as a production item] I don’t know. It was working [in a simplistic form] but needed further development and refinement. The idea was simply that you had your normal controller operating the car and you had this other controller [operating the pit crew].”

I ask Ron why the idea got pulled. Did Bill give a reason? Was there something more important to work on? Did he think it would be too expensive? “No, it was that things were starting to get bad.” Ron is referring to the decline of Scalextric and ensuing financial issues in the late 1960s.

“That’s when Bill offered me another job. I was offered a position with a company car and I used to go around all over the country putting on displays in stores and garages. I took it all with me, built it, left it there for a week or whatever and then I’d come back and take it to pieces and then start again [at the next venue].”

“It was my job to go around and promote the product. I had to go to Winchester to a garage and build a layout. There was a new car coming and it was promoting that. “I remember we had tissue paper that we put across the entrance and two girls scantily dressed on the bonnet as the car drove through the ribbon. Great stuff!”

“I also went to New York and Nuremburg. And then I went to Italy and all over the place, it was great fun.” Bill is referring to Nuremburg toy fair which was and still is a very big annual industry event where companies display their product lines for the coming year and look to secure business. “Nuremburg really shook you the first time you went, the size of it was absolutely vast and the Scalextric that we put on there was the size of this room [it’s a big room we’re in]. It really was fantastic. The only trouble was, it was during the winter, January so it was so cold, it was freezing.”

“The trip to New York was actually marketing Jump Jockey. Which was great fun. A chap called Ron Aaron designed it and it was two gears, one at the front of the jockey and one at the back of the jockey and it went up and down. The idea was, it came along, the front one went up, over the top and down again. It was a beauty. Ron Aaron was responsible for the boats too,” our Ron is referring to the Scalex boats range.

“We used an artic truck that had everything in it for Nuremburg. One year, the temperature was so low that where the truck was parked at the factory, the cooling system froze and the truck couldn’t move at all. It was repaired eventually and duly arrived in Nuremburg but we were almost a week behind and the toy fair



An excellent display of Jump Jockey which Ron went to New York to market.

was about to open. We worked through the night to get it ready. And that showed I think, how much the staff enjoyed working for Minimodels.”

“The track was as big as we could manage to make it. One year one of the designers, a guy called Tony Ball, drew a circuit up and what it did, the cars came along and then went up in a corkscrew before running along a straight and making its way back down in the same manner. It was meant for huge, huge areas.”

“There was a doll product [that Minimodels produced] and it was shipped to Nuremburg for launch. The first thing we knew something was wrong, was all of a sudden everybody there was falling about laughing and we asked, ‘what’s



A still from some incredible colour footage from Nuremburg at the launch of Super 124. This has recently been shared with us by David Dipnall. The full footage can be seen in the Minimodels Documentary.

wrong?” And it appeared that the name of the doll was a four letter swear word in Dutch!” I ask if that was a one-off pre-production unit for Nuremburg or whether they had all been made and were waiting to be shipped out. Ron answers, “Made and waiting to be shipped out!”

Ron, having taken on a new role as promotions manager, which saw him spending a lot more time on the road, now explains his part in the James Bond story and gives us his thoughts on Super 124.

I asked Ron if he worked on the James Bond set, “Yes, I worked on that. We all did really. I did the ejector seats! Like all these things, it seems easy and simple, but it isn’t. Trying to make that work, you had to clear the body shell, to work properly. And you were trying to have a car, a racing car, that was now used as a James Bond car.” I explain to Ron that the James Bond Set is one of the most sought after of all Scalextric collectables and that is in no small part due to the craftsmanship of the ejector and flip mechanisms. “The time that it took, to make those things work properly, alright, you could make them work mechanically but not on a sales level”.

My own interest in Minimodels production extends beyond Scalextric. The factory produced a plethora of board games, hobby and craft items and other toys. I explain to Ron that I’d seen, only that morning, a little intercom set on ebay. I suggest the electronics were probably quite primitive. Ron is familiar with the product in question, “I remember that, we had one for⇒⇒



Ron’s ejector seat mechanism in action from an original Minimodels illustration.



The Minimodels produced Tri-onic Intercom. The rest of the Tri-onic range consisted of a number of electronic lab type kits with a range of components and 'experiments' for the owner to build.

my son when he was a baby. It was so sensitive that we could put one of the speakers beside his bed and the other one in the lounge. It was a fantastic thing." I suggest this was possibly the world's first baby monitor!

Ron continues, "Actually, the number of products at Fulflood Road was quite amazing." I ask whether the contents were made in the factory, "To the best of my knowledge yes." I explain I'm struggling to conceive how all this could've been going on in one factory at the same time and I thought maybe the contents had been sub-contracted or brought in from, for example the US and rebranded. "Well there was so much that we actually had to take on a deconsecrated church down at Langstone [the last area of the mainland 2½ miles south of Fulflood Road before going onto Hayling Island] to store stuff." I ask if it's still standing but Ron dashes my hopes, "I've got a feeling it's now a housing estate but if you go down to the Royal Oak pub it was on the right-hand side there. And there was about a half dozen staff I suppose. I had an area of it where I used to build a standard 8 [figure of 8 track]. I used to make up one of those and screw it down onto a base board. Hence why I had the estate car, so I could drive these things around. And it was quick and easy you know, you'd just take it to the store and plug it in, it was nothing fancy."

"Then we had the 1/24th. That was the brain child of Graeme Lines. He gave instructions through Bill that we had to produce this thing. It was all very well but you need to remember that the normal Scalextric is this long [small gesture] and 1/24th was out here [much bigger gesture]. And people just didn't have the space."

"The amount of money spent on designing this thing... I think it was meant to be a dream that 1/24th would be it [the next big thing] but it wasn't. It was a shame but it just wasn't to be. The average British home was not big enough to build the track in. The track was about 18 inches wide, which was great but too big. In America [where Graeme Lines brought the idea back from] they would've had loads of room. But 1/24th was a bit of a disaster here." I explain to Ron that Super 124 is one of the most sought after of all Scalextric '60s collectables and that the modelling and engineering is still highly regarded, compared even with modern production.

Moving on and having had Ron tell us about his contribution to James Bond and giving us his thoughts on Super 124, Ron now continues with stories from his time on the road and reveals some celebrity connections.

"The company produced a gramophone, it was a bit tacky but we produced this thing. They started to go wrong and come back in to be repaired. A chap called Nelson Peters, he did the repairs. But, the only snag was, the only record he had was this one record of 'Anyone who had a heart' by Cilla Black. And it drove Bill absolutely up the wall hearing it all day long!"

Ron then returns to his time on the road and starts to relate some of the face to face celebrity encounters he had.

"You may be surprised at how many famous people had layouts." I anticipate that Ron is going to say Adam Faith (popular music artist). But he was the only one that I was aware of. "There were several of them actually," explains Ron. Although Ron discretely omits to tell me who they were! But he does confirm he was present on the Saturday morning when Adam Faith visited Fulflood Road with Sandy Shaw while performing locally.



Anyone who had a heart probably wouldn't have played this on repeat to his colleagues! Nelson was actually a musician himself, a double-bass player. And we all love Cilla really.

"Jim Clark was F1 world champion for Lotus. He publicised our products. At the exhibition centre down in London [the Edgware Road Minimodels showroom], we had various publicity activities. I raced against him on the track, and I won! Only because I had more experience at doing it. It was in the paper, 'Ron beats world champion' I thought that was lovely."

Now Ron and I have a special request here because I first heard of Ron when his daughter-in-law contacted me to see if we could track down the photo taken of him with Jim Clark that day. I've failed miserably so far despite Phil Salisbury, Paul Blows and Geoff Spencer's best efforts. So I ask for some more details, "I think the photo, it was in a book rather than the paper. And the book was called 'Slot Racing', I'm sure it was 'Slot Racing' and there was a photo of the two of us. Jim was a heck of a nice guy." So please all readers rack your brains and search your 1960s slot car and motor racing books and magazines to look for a picture of a bespectacled Ron with Jim Clark around a Scalextric circuit. Probably I would imagine both wearing suits. Drop me an email at robert@learnmouth.com if you are successful!



Jim Clark's endorsement of Scalextric.

Ron continues with his recollections of Jim Clark, "We were using his image heavily on our products and then of course suddenly he's dead. And you can't have boxes with his face on. So Minimodels managed to get hold of a company, in Portsmouth [probably Drings] I think, who did a massive printing job. I was out in Europe at the time but apparently they sent all these flat pack box lids and they all had to be changed over."

Now it's fairly well known in collector circles that slot car racing features in a 1960s film. And guess who Minimodels sent to help with that particular scene? Ron starts to recount the story, "It was called '3 Into 2 Won't Go' and it was Rod Stieger, Claire Bloom and Judie Geeson and [dramatic pause] me. We took over a factory on a road going into London and we worked for a week building the set. It was a pay-to-race slot car shop, with a huge layout. The whole scene lasted about 10 seconds on film after all that! My wife was an extra because she came up with me and they said, she might as well be in the film! Peter Hall, the director, wanted this enormous⇒⇒



bank to go up and round and I remember saying to him it won't work. He brought in carpenters and actually made it, this huge sweeping bank. And that was alright until you put the track on and tried the cars on it and quite frankly the cars were not working, they wouldn't climb up it, you know. But they found this club in London, who could supply suitable cars. So Minimodels provided the track and know how but unfortunately not the cars, which was a shame because they were nice cars [that Minimodels wanted to use]. This guy said to me, can you make them crash and I hadn't been asked that one before. The only thing I could think of was putting plasticine in the track, so the guide would climb up out of it and flip over. There was a gantry built of scaffolding and mounted with the cameras and everything. He called me over and said come up and have a look and you'll see what it is we're trying to do."

"Claire Bloom was a lady, she was really nice and she always had time for people. She never walked past without saying hello. And Rod Steiger, my gosh, talk about a brick wall, he really was. He could've been a gangster, well he was, he played the part of, oh, what was his name, the American - Al Capone. The story was the eternal tri-angle. They had these slot shops, they called them and you could go in and pay your money and race. And the idea was that down by the side of the track, Judie Geeson and Rod Steiger were racing and it was supposed to crash and then the camera zoomed in on the Scalextric cars."

Having shared his celebrity connections of the past, Ron now moves on and shares some very personal reflections on his time at Minimodels and describes the final days of Havant.

"It wasn't like working for a factory, it was more like a club. To give you an idea, the Experimental Department [Bill Langley's name for R&D] was like the holy grail, nobody could get past that door. We had a circuit in there, a permanent circuit, for test purposes and we used to race in our lunchtimes! We used to fill the cars with plasticine so they were heavy and they would go like the clappers. And we used to find

hand controllers from other sets that worked better. Thinking back, to go to all that trouble, to play at something you're working at..."

"But, going onto the darker times [after the closure announcement], I had to personally dispose of all the spares, which occupied quite a considerable area. It was put in a van and driven down to Portsmouth, to a council owned site. I had to drop a few bob to a guy to dig a hole with a JCB, all the spares were dropped in and it was covered over. And I know it was done because I was stood on the back of the truck watching it!" Paul explains to Ron it's been a well known legend for a long time, but no one knew for sure if it was true, to which Ron replies, "Well you can say for sure now as that's straight from the horse's mouth!" I explain my astonished stare to Ron by letting him know what really happened to the spares is one of the holy grails of the Minimodels story! Naturally I must ask where in Portsmouth. And Ron proceeds to tell us. But I think that part of the story needs to stay amongst the three of us in case you all rush down with your spades! "My instructions were to get them to dig a hole, to put it in and to make sure it was covered up. I would imagine it was about 20 foot down." At this point in time I realise this is going to be a job for Time Team and not just two excited Scalextric enthusiasts!

"I never understood why they didn't send the spares to the new factory. Although Margate took lots of other things. I was offered a job to go to Margate [this is a strong indication about the high regard Ron was held in as this was an offer made to few] but unfortunately, we had to turn it down because my son was a little lad and we had to think about his education going to what was essentially a seaside resort. Funnily enough, I got another offer for a job in New York, I remember saying to my wife it's a heck of a step to take." Ron confirms this offer arose from his earlier marketing activity trips with Jump Jockey.

"When the end came for Minimodels, staff were able to buy the product and I had another lovely job, staff were used for all sorts of different things. In this job, other staff would

come up with half a dozen boxes and I had to tell them what it was worth. And it was just off the cuff. £24 for this, a fiver for that!" I joke that Ron, was the first ever Scalextric dealer!

"It was very, very much a club atmosphere [in Experimental] you know. People used to try all sorts of things to get into the department. Bill Langley sat right by the door to make sure no one came in. The only person that could come in was the managing director [Keith Badcock – pronounced 'Bad-coe']."

I explain to Ron that I must've spoken to 100 plus former employees now and I can count with the fingers on one hand, the few that had grievances against the company. One or two said the pay wasn't great, one or two said that their line manager wasn't very nice. But for every person who complains there are 20 or 30 who say it was the best place ever.

I recount a favourite employee memory to Ron. It's from a gentleman named Tony Hurley, a tool maker (one of the first in Fulflood Road) now living in Canada. He said to me when he gets to heaven he hopes it's like Minimodels. You can't get a better tribute than that can you?

Tony and Ron belong to an exclusive group of former employees (along with David Dipnall - Super 124 designer and featured in the Minimodels documentary) who have photographic and highly detailed memories of events that happened over 50 years ago now. And it's possibly no coincidence that all three are artistic, perhaps their brains are wired a little differently to most of us who can't remember what we did last week! Unfortunately many of Tony's memories are best left censored, such was life on the shop floor! I shall still have to see whether I can create a short journal article.

Ron takes a deep sigh and continues, "I shall never, ever forget the day that the [closure] announcement was made by Mr Badcock. The staff were all called together on the factory floor and he stood on an upturned crate to make the announcement. I'll never forget the tears that ran down his face as he did it."

I ask if Ron had known for a while that the factory was closing, "No. Well, I say that, I think we knew for a while something was wrong but

nothing tangible. By the time it came around we, the office and management staff, were pretty certain it was coming but of course all the girls and the fellas [on the shop floor] they didn't know until that moment." I explain to Ron that's how I always understood it, but one of the gentlemen from the shop floor on the Minimodels documentary said he was given a heads up a year before although I find that hard to believe. Ron agrees, "No, I'm sorry but I would argue against that. Companies are not inclined to tell you they're going and announce it to the whole world. Its hard luck on the staff." Harsh but true I'm afraid.

"We were all stunned, absolutely stunned because Scalextric had always been such a successful product it almost sold itself. Exactly why it went wrong I'll never know. A lot of it I think was down to bad management. You know, coming up with ideas like 1/24th which was never going to go anywhere. When Bill told us that was what we had to produce I think we all said this was never going to work, it was too big and required too much extra track."

Now this is an interesting observation from Ron. Ron doesn't have the benefit of enthusiasts' contemporary appraisal of the reasons for Minimodels decline. But his thoughts align perfectly with the consensus that Super 124 was in no small part responsible. Along with You Steer and the vicious circle of enforced austerity producing poorly detailed models that failed to sell like the C22 Cougar Sport, the final car produced at Havant. The 1968 warehouse extension (as large as the factory itself again and still standing) was a hugely expensive white elephant. Full of cutting edge systems, e.g. security and fire sprinklers and conceived in the mid-1960s based on peak sales volumes but delivered in the late 1960s when it was no longer a necessity.

But for me this kind of analysis is a moot point. And Ron's soul searching is unnecessary. Minimodels, certainly the Scalextric side of the business was still profitable in 1970/71 as the Lines Bros collapse took place. Yes, Scalextric was going through a flat spot but it was profitable. It was the wider Lines Bros empire that fell and took⇒⇒



Minimodels with it. The Havant closure was a group cost saving measure, not the cutting loose of a withered arm. And according to Norman Griffiths (Factory Manager) in his 1996 NSCC interview it was little more than a toss of a coin that meant Havant closed and Margate took over. The Lines Bros board felt the displaced Minimodels workforce was more likely to find work in engineering rich Havant. The Westwood factory at that time stood largely alone in a sea of cabbage fields, part of a farming based community sat behind a seaside resort.

“When it finally became clear that the company was closing, it affected everyone. A lot of people felt like they would be there for ever and then it was suddenly taken away.” I explain what I find touching is one of the ladies in the Minimodels documentary as she describes the announcement herself and she had a tear coming to her eye for something that happened nearly 50 years ago.

“My wife and I have talked about it [the closure] many times and I am firmly convinced that I would’ve [spent my whole working life there and] retired from the company. But obviously I never had the chance because it closed and that was that. It was a bit of a shock when it was all over.”

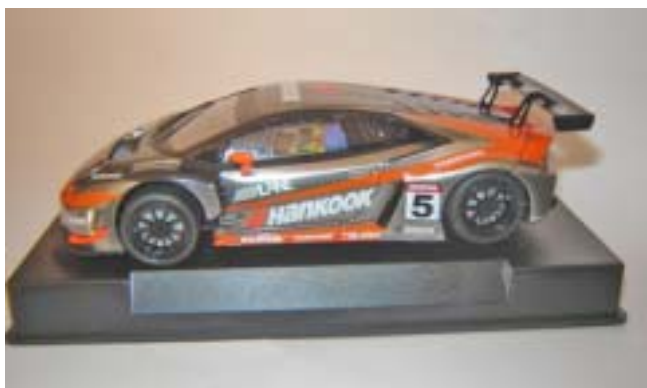
On Friday, 29 January 1971, Ron was one of the final three people to leave the factory for the very last time. The other two were Norman Griffiths [Factory Manager] and Jim Hamersley [Director]. Ron was given the honour of locking the door shut for the very last time. ■



Ron and myself at The Spring in May 2017 for the launch of the Minimodels Documentary.



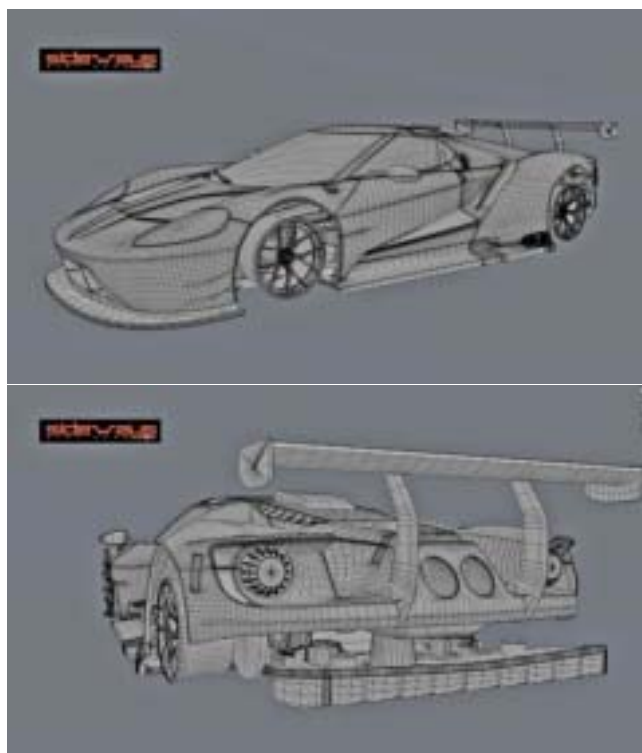
Welcome back to the new year with Sideways Racer. There are some interesting new models due for release but first the results of the Lamborghini Huracan painting competition. There were a lot of entries, I'm not sure how many, but it looks to be more than 75. The entries can be viewed on the Sideways Facebook page. The winner of the gold plated model was Rockstar, silver Puma and bronze Hankook. The quality of the entries was remarkable with a great deal of skill and dedication on display.



Sideways indicated that all the entrants will be getting "something" and deservedly so, I think. It must have taken many hours of work as the white kit itself has something like 64 pieces.



Sideways have produced some CAD images of the GTE Ford GT; Ford's GT entry into the WEC and IMSA back in 2016. I have no information at all on release dates. If the Huracan was anything to go by we will be waiting for a year. It should be worth the wait. The Huracan drives really well and is on a par⇒⇒





with Slot.it. The Sideways car should be a better option than the Carrera Ford GT and the Scalextric version.



Sideways have also announced that they will be producing the Toyota Group 5 Celica. Again, no release dates but another great car to look forward to.

I think most slot car fans will be excited at the prospect of the Nissan Skyline Supersilhouette and Sideways have released a CAD bodyshell image. I am not sure precisely which car will be produced but it is likely to be from 1981 or 1982.

I want to thank Gary Cannell of MRE and Terry Smith of Gaugemaster for their input this month, always appreciated. ■



Hello again, and firstly apologies for a mistake in the last article in the December 2017 Journal.

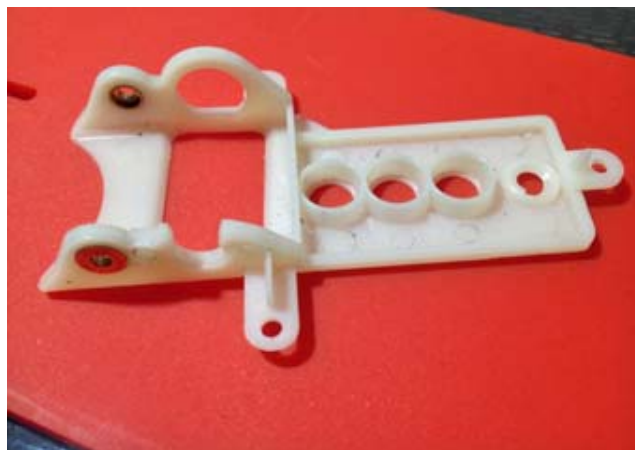
The Red, Black and White car shown was a Corvette C7R Le Mans 2016 #57 reference 0046AW, with a 21k King angle winder Evo3 chassis or also available as reference 0046SW with a Shark 25k side winder.

Following on this month we have a Porsche 997 LKM sponsored car, as raced at Silverstone in 2009 #61. This is reference 0055AW and has a 21k King angle winder with Evo3 chassis or is available as reference 0055SW with a 25k Shark side winder.

Next up is an Abarth 500 Assetto Corse Trofeo Selenia Mugello 2015 #9, powered by a 20k Shark side winder.



Another Porsche, this time a 908/3, #22 1,000Km Nurburging 1970 Winner reference 0058SW, again powered by a 20k Shark sidewinder. This has to be the most exciting new model to be produced by NSR for a while. Expect to see lots of different liveries in the future. This car is fitted with a newly designed EVO motor pod fitted with racing bushings;⇒⇒



NSR 1272 sidewinder medium black.

NSR 1274 sidewinder extra light yellow.

Rather strangely no information about the racing bushing that you will need for these motor pods!



Another new and exciting release, which should sell well is the ASV GT3 Gulf Edition 24H Le Mans 2015 #95. This being reference 0048AW, again with a 21k King angle winder and also reference 0048SW, which has the 25k Shark side winder. A pair of very similar ASV (Aston Martin Vantage to us but NSR didn't

the rear axle goes through the bushings, which fit into holes in the motor pod. This means the axle won't pop out of its mountings like the previous motor pod as fitted to all the classic cars previously released.

We also have news of some new spare parts as follows:

NSR 1273 sidewinder hard white as in the photos.

NSR 1270 sidewinder extra hard red.

NSR 1271 sidewinder soft blue.

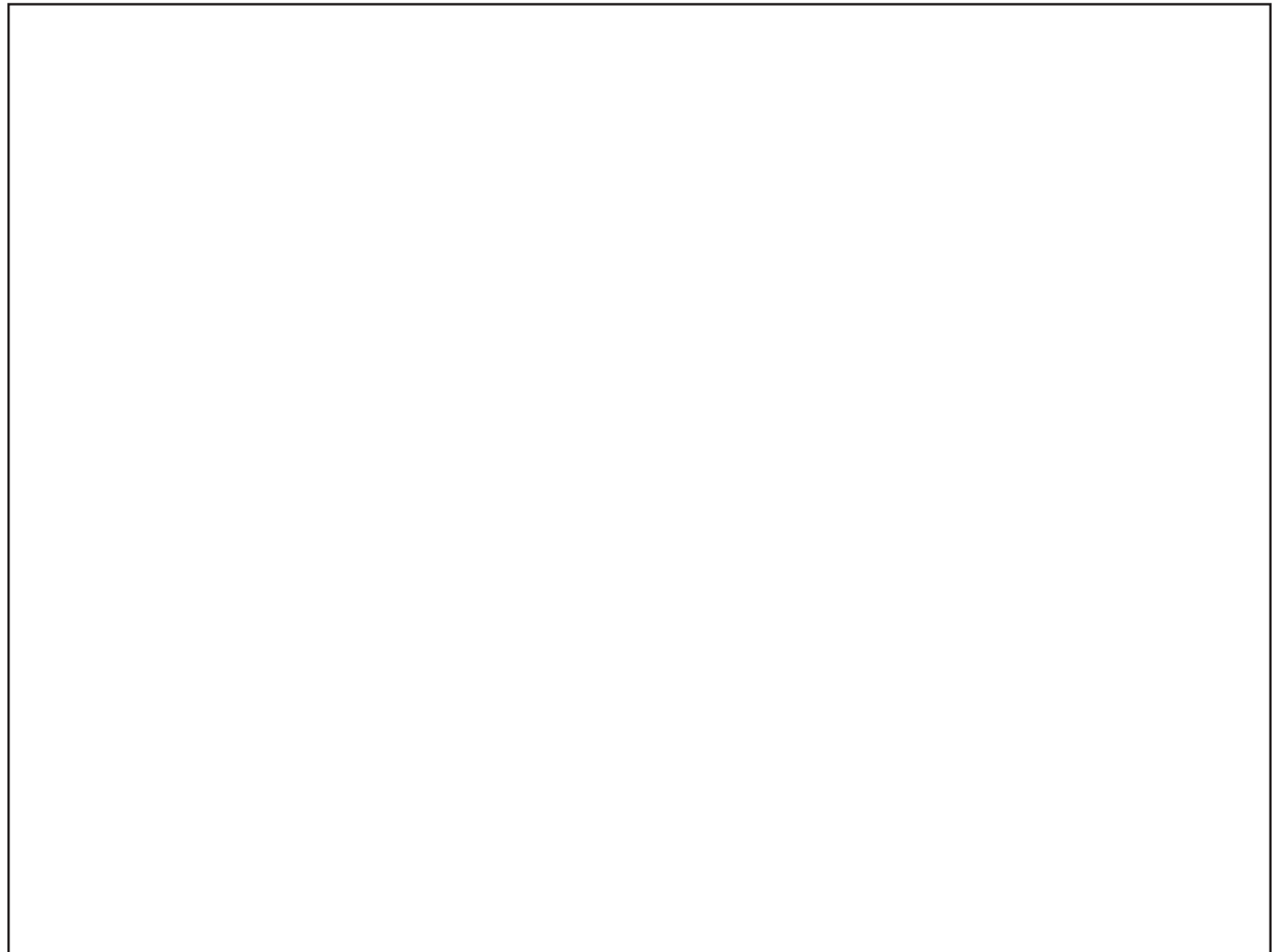




pay the necessary license to use the name!) At least they have fitted them with yellow headlamp lenses.

A further two versions have also been released, ASV GT3 Gulf Edition 24H Le Mans 2015 #96, with reference 0049AW. Again a 21k King angle Winder in this one and reference 0049SW with a 25k Shark side winder motor.

That's all for this month, more news from NSR soon hopefully. ■



2018 Swindon Swapmeet Report

By Graham Pritchard

Having decided not to have a table at this event myself this time, and having popped into our friends house to drop Maxine (the wife) off on the way, I eventually arrived at the Oasis Leisure Centre at 11.30am, which some would see as me being the most late ever, so nothing changes there then, does it? But it did mean that I didn't have to queue to get in, which was very good as it was a bit cold outside, but on the way to the entrance I did spot this superb E-Type Jag, so I just had to take a photo of it, which delayed me even further, but was well worth it I reckon!



But it did make it very nice to be able to “take it easy” for a change though, and as my



good friend John Carmichael had effectively replaced me at the event then he very kindly allowed me to put a couple of tubs of bits and pieces on the end of his table so that was a very nice gesture from John as well, so thank you for that!



OK, you ought to know me by now, so having spent absolutely ages chatting to old friends then I finally managed to go around the swapmeet a couple of times and take a few photos for you, but not everybody I harassed was willing to have their picture taken this year for some reason, but many of them did, so here's a few familiar faces from the event, with Robert

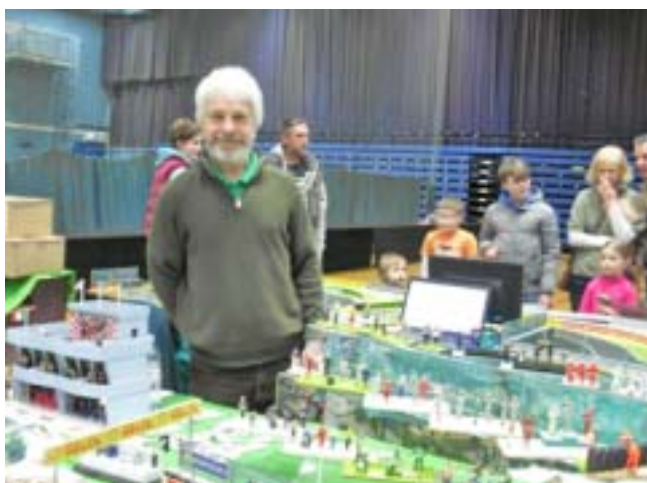


Campling managing to have the tallest stand in the room once again for certain as you can see in the distance in this one then for sure.

Unfortunately “Scrapyard Paul” Blows was not well enough to make it today and so his wife Carin and their son David were managing the stall instead, so please get well soon Paul, we do miss you!

Fresh from their “Christmas Rush” were David and Guy Jessett of Slot Track Scenics.

But should the prize for the person with the



most “winter” clothes on go to Steve Cannon who must have thought that his table was going to be outside on the car park given the coat, hat and scarf *and* the hot water bottle which is under the table apparently.



Although “Slot Car Wales” proprietor Stephen Daniel could maybe come a close second with that coat to be honest. ➡➡



It was also great to see my old friend Phil Field from “Demon Slot Racing” once again.

Now, should the prize for the “most happy to have their photo taken there” go to former NSCC Chairman Steve Pitts as seen here with Phil Underwood.



Or maybe it should go to Slot Car Mag’s Marc Abbott, unless he just wanted me to “just go away” of course.



But I did spot one of my Escort shells that had been built up by Martin Dixon who was there assisting Marc on his table, and “very nice it looked too” thought several people apparently, so maybe I’ll have to get there with one of them myself soon then?

Whereas the award for “spoilsport of the day” must go to another very old friend of mine called Richard Snell who would not let me take his photo no matter how many times I tried and even though I had bought this rather large book off him as well ! Shame on you Richard!



And if you peruse the many pages in this excellent book I did also spot a few very nice



collectible items in the room that are also in the book on my travels around the hall like this superb James Bond set that my old friend Adrian Norman was selling.



Together with this very nice 1960's Hornby Railways/ Scalextric retailers service box that Mark and Julie Scale were selling and it just isn't quite the same as today's equivalent of a clear plastic tub from the £1 shop at all, is it?

I also spotted these very nice hand painted figures and other scenic items that were presented very nicely too.



But I can't remember which joke I had just told, but it certainly had the desired effect here then, with NSCC "Webmaster" Martin Johnson especially laughing his socks off, or maybe it was the "Danger of Death" sign relating to if you didn't renew your NSCC Membership today that did it, who knows really?

I also spotted this autographed boxed set of two Hornby BTCC cars for sale as well, so something for everybody definitely then.

Or you could have had this excellent Goodwood Chicane if you wanted something older. ➡➡





Or even one of this excellent range of Slot.It cars to bring it back to bang up to date again.

Many thanks also to “Four Lane Black Top” and “Slot Track Scenics” for bringing along their race tracks for people to have a play on, or to test their latest purchases out on etc.



I also finally managed to pin down Mark and Julie Scale’s regular helpers Phillip and Damian at the same time in order to give them their “moment of fame” in one of my write ups also.



But at the end of the day, all of today’s event was down to this man, Robert Learmouth, together with his Brother John and the rest of his family, so once again “very well done Robert” on behalf of all of us today, and many thanks also for this rather retro looking “modern” SCX SEAT/Fiat 600TC that I bought off him on the day to replace one that I had sold a couple of years ago and then wished that I hadn’t, as they really do run very nicely on our club track, and it’s just like the one in that book, also.





Following his mysterious disappearance from the Pendle Slot Racing stand at the recent Coventry Swapmeet then I was hoping to be able to show “Sooty” in this write up instead, but unfortunately he’s legged it once again as soon as he saw the camera, and much to Paul Leyshon’s disapproval, so maybe he doesn’t like having his photo taken either then? And on that note, I’ll get my coat and say “bye” until next year’s event, which is already booked for Sunday 6th January, 2019. So hopefully I’ll see you all there, if not at an event before. ■



COLLECTOR'S CORNER

BY MARTIN HEAPS



This month I came across some very interesting cars through my travels, so I thought I would share them with you all here.

First up is this C65 Alfa, it's a pre-production car in a dark blue colour. Interesting pre-production driver, clear grill and other parts that are clear. The colour difference is quite interesting when compared to the stock car.

The other quite interesting bit for this particular car, is the normal C65 came in this interesting box, note the C90 Code rather than C65.



The next car is the Auto Union C96 in white, this is a pre-production example in a



employee, only three were made. They were not factory assembled, so they used parts available to them at the time, hence the miss match of parts. A very interesting car and seems quite rare.

I came across these cars for sale in auction,⇒⇒



creamy white colour, again different to the actual released car. The story goes that it's a test shot body acquired from a former Scalextric



this was some time back in 2017. Interesting group of cars! The auction house explained that they had come from a ex-Hornby employee.

Looking at this group of cars this looks like the person may have been in special projects having to play with cars for prizes. Again all quite interesting!

You can see there is a Bentley in Gold , an Aston Martin C68 in Silver and also Gold among them and as in the pictures.

This Month's Top Tips!

I Thought I'd do a top tip part this month for the buyers out there and anyone who may not know the following.

When buying a C14 Matra GP always



The Blue example is complete and the green one has lost one, check out the images.

Well worth knowing if your paying strong money for one, and something that is often missed.

That's it for this month, hope you enjoy the images and i'll be back again next time. ■



check that the little very fragile ring at the back it still attached, quite a lot of them have been broken, don't worry to much if its gone but if your after one in complete condition then its something to look out for.

The next tip is pretty similar, if your looking for a nice example of the E-Type Jaguar, always take a close look at the exhaust pipes, most are lost or broken.

BITS & PIECES

BY GRAHAM PRITCHARD



Hello again, as you probably know, this time of the year is usually a “bit quiet” for news until everybody has been to the massive Toy Fair at Nuremburg in Germany where many brands choose to launch their new products, so you’ll just have to put up with some of my stuff for a month then as although I do have some small bits of news to tell you, it probably won’t be enough to fill the pages for Jeremy.

So, here we go with then, with the 2018 release news for Falcon Slot.

Which translates to some very nice reliveries

of the Porsche 924 mainly, with the Martini one perhaps being the one that everybody will probably go for?

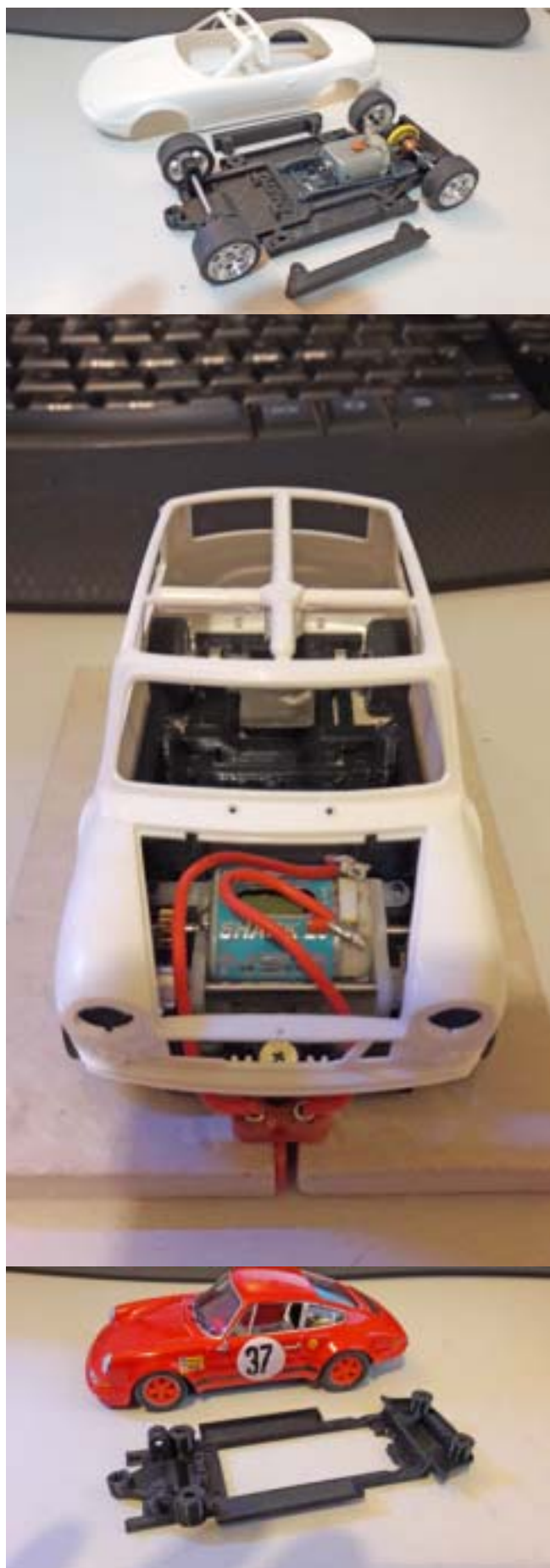
OK, so who’s next then? Well, it’s Angelo, and you will probably think this is a bit wacky, but we love it, and who else but I could possibly rave over a roof rack do I hear you ask?



But there are also some more “down to earth” developments from Angelo as well, as you can see here with the Mazda MX-5, FLY Porsche 911 and Tamiya 1/24 Mini Cooper all getting the Amato treatment this month and the Mini is proper front wheel drive, wow!

We also have a picture or two of a friend of





Angelo's take on the Escort MK1 that I also did, and that this guy has also done for himself with



a set of Angelo's wheel arches, but his is much better looking and a hell of a lot wider than mine is, for certain.



I've also realised that Angelo currently does well over 50 chassis for various brands of cars now, so if you fancy updating some of yours then please ask him via Slotforum or Facebook for his list.

GEORGE TURNER NEWS

Oh dear, with all of the beer drunk, both at home and abroad, then unfortunately for George, after his short holiday to Tenerife it was back to the dreary old world of the UK in January and time to go back to work, but unlike most of us I guess, George actually loves it!

And in the usual fashion, here is George's news of "what's likely to come out of his workshop this year", with the Ford Prefect (remember him in the Hitch Hikers Guide to the Galaxy then?) being a good one for a start as that would make a great custom car for certain. ➡➡



Hi Graham,

We've got a busy couple of weeks ahead with lots of new stuff just about ready to be released.

The Ford Pop van was released this week and our Chevy fire truck will be the next one to go up onto the website next week.



The new Lister castings are sitting ready to go, including the Archie Scott Brown car, Cunningham Sebring and the Walt Hansgen Ecurie Ecosse car. Enough to keep everyone busy, but after these the Bedford CA van will also be due.



Here is our rough plan for this year's new models, and as you know I am very reliable when it comes to sticking to my plans... ahem.

Not bad so far, five new models in the first month. Next will be a 1952 Ferrari 500, a nice little race car. First will be Ascari's short nose car. I know this car has been done before but mine will be very lovely. After this we will have the Chevy Cab-over Engine truck, and that bloody C4RK has to be finished. Also planning on the Le Mans and Targa T33, both of which are on their wheels, then the Frazer Nash.



But what about March and April you ask? (Only joking). Well, a 1938 BMW 328, BRM P154, Singer Le Mans, 1927 Le Mans Bentley, AC Cobra Coupe, 1958 Ford Prefect, 1950 Oldsmobile custom (I've started this one) and a 1936 Ballila 508cs Fiat.

Now as you may know this is only a rough guide, but it is my starting point for the year.

Regards, George

Umm, most of those are a bit before my time, but I do remember the Bedford CA Van from my youth as the local ice cream man drove one, and it was that slow it was ridiculous. Well it was from around 1963 and I was talking about the mid 1970s, so maybe we can forgive it?

Anyway, believe me or not but during January I did manage to do a bit of work on some slotcars, including finishing, and yes, you did read that correctly, I have actually finished, one of my George Turner kits!

So, remember the widened green Anglia that I showed you somewhere in the distant past, well here it is now complete with its "Caterham Minilites" (they're off a Hornby Caterham) and various self adhesive decals from Screen print Digital off eBay and hopefully "less is more" in this case the "not too many stickers used" on it, and if you're doing one for yourself, then don't forget to add the black Inkwash to the radiator grill as it really does transform it from being just a very bland bit of silver into something much more realistic. But do you know what the stupid thing was? I had totally forgotten just how easy these kits are to build as everything I've been doing lately has not exactly been simple!

So, the message is, yes, George's kits may



seem to be a bit expensive at first glance, but when you actually remember that it comes with its own chassis and motor pod and that everything does fit perfectly then they really are a joy to put together.

Take the grill on the A40 for example, it fits so well that you don't even need to glue it in, and that's how it is across all of the cars I have found, so maybe it's time to put some more of my previously purchased kits together pretty soon then?

Top tip as well, having got the drivers head (which looks a bit like Mr. Turner sans beard days to me) in my hand then I thought "how the hell do I hold something this small to paint it?"

Answer, cut off the peg that represents the neck and then drill a small hole into the head and then superglue a wooden cocktail stick in, and then you have the longest neck that you've ever seen to hold it with! Might sound a bit mad, but it works. Also, use an OHP pen for the eyes, and with one small black dot each side you're done. ➡➡





And you can also use a marker pen to do the harness straps on the driver figure's body as well as it's miles easier than trying to do them with a paintbrush I find.

What I also didn't realise is that the old Hornby BTCC tyres that you can still get from Stephen at Slot Car Wales also fit the Caterham Minilites, and my Anglia is now running the old F40 front axle tyres that I also got from Stephen at the Swindon swapmeet last month, and they look "just right" to me. The red Anglia is the normal width one by the way that George does, just for comparison purposes here.

Right, is that enough for this month then Jeremy? Drat, what do you mean, "No!" OK, here we go with some more then and although it's from the past, as soon as there's another Bank Holiday then I'm sure that the good old TV planners will repeat them, what am I talking about, well it's the absolutely superb programs that were on over Christmas and have probably been doing the rounds for at least a year now, but are still well worth seeing on the "Greatest British Racing Drivers From The Past".



Now, as you probably know already, I'm not exactly up on the real world of motor racing, but these programs were so enthralling that they suddenly became very addictive as it drew together many well known names from the past and also showed many real life cars that have become slotcars over the years, so if you haven't seen them yet then please do make sure that you watch them next time that they are on.

We've only got Freeview and over Christmas they were on the "Yesterday" (FV19) Channel





and with titles such as Jim Clark: The Quiet Champion and Graham Hill: Driven together with Jackie Stewart: The Flying Scot, John Surtees: One Of A Kind and Mike Hawthorn: On The Limit, need I say anything more?

They made me feel that I had missed out on something very special to be honest, but I suppose that the closest thing that we can get to it now in our world is to see several cars from that era racing around the track at the forthcoming UK Slot Car Festival in May this year where Andi Rowland is hosting a race meeting for the Policar range of classic 1970's F1 cars, so that should be very good to watch I reckon, don't you?

A Blast From The Past

Another car that my friend Mark W. and I got from long standing NSCC member Dave Yerbury recently was this MK2 Astra that is actually a Vac form made by Dave from a master that was also made by Dave, and this was many years ago I hasten to add also.



Now, as it's just Lexan then it's very thin and very light, so not exactly the best thing to try to put onto a normal Scalextric chassis and then choose to race it Digitally with some other cars, is it?

However, after a lot of thought and some "outside of the box" working I have finally managed to put it all together for Mark and have created this, which we know may look a bit "battered" in places, but some people would probably call that "patina" if it were to be highly priced, but at least Mark is very happy knowing that he's probably got quite a rare slotcar now that he can use.

The biggest problem I had to overcome was how to stiffen the shell, so for that one I used double sided carpet tape to stick to the inside of the shell (which had been painted on the outside fortunately by David originally rather than the inside) and then I stuck pieces of kitchen roll onto that to which I then PVA'd further layers of kitchen roll until we had in effect, a "papier-mâché"



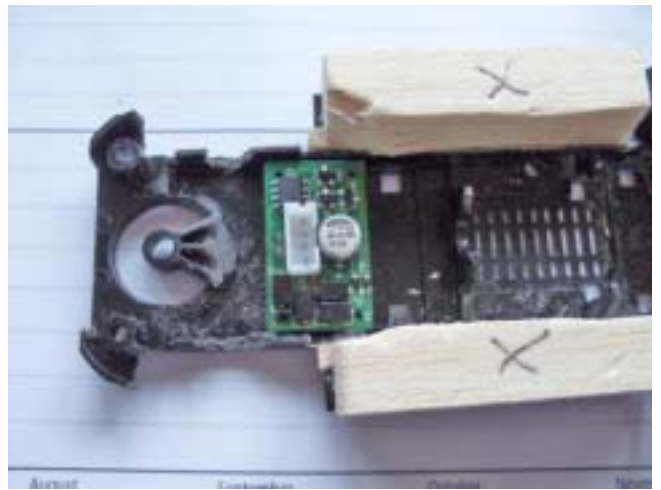


mâché” coating on the inside of the body, and once it had all dried it is very sturdy I can tell you.

The chassis was a Scalextric SR Audi TT one, but I did have to relocate the front axle a bit forward and also make it run in an axle tube this time so that I could set in place with some Milliput and then Araldite Rapid.

In order to fix the body to the chassis then I used two lengths of “square block” Balsa wood and some 12mm screws on the edge of the chassis and then I used some wood glue (as it’s really thick PVA effectively) to glue the Balsa wood to the sides of the car body, which being paper, are actually wood, and it worked! The interior was just a bit of the plastic tray that sliced ham comes on in the supermarket and was Duck taped in place at each end.

After fitting the chip (which was a normal DPR chip from which I removed the plastic hatch to just leave the PCB) and adding some weight then it was good to go.



So you can now see why building a George Turner kit was just so much easier than the sort of things that I normally get up to, can’t you?



Slot Track Scenics News

Hi Graham,

We are working on a number of interesting projects at the moment including one that we hope to bring to the UK Slot Car Festival at Gaydon in May, however, what we can say now is that we have recently upgraded some of our Advertising boards.

We have also got some more modern logos for our AB1 and AB3 advert boards. These are also available as double logos in our SL packs and can be cut to be used individually if desired.

We have also invested significantly in some new tooling and screen printed logos for our AB4 boards. We have created a new short stanchion with a little plate on the front, which can be superglued directly to the back of the AB4 board. This makes them much simpler to fix in place. These can be used with either our clips for wood or our clips for plastic track and for the first time we will shortly be making it possible to specify whether you want clips for wood or clips for plastic track by producing different packs.



The screen printed logos are available in Allianz, DHL, Heineken, Pirelli, P-Zero, Rolex and Santander.

We plan to add more of these in the coming months and to make it possible to order particular logos through our website, but in the meantime you will need to use the "Contact Us" tab to specify your preferences please.

Another step forward is that some of these are three on a board, some are four and one is even an eight and this makes it much easier if you want to fill a gap that is less than 350 mm long.

These will also be used in our GK1 Gantry Kits and our AB2 boards, thereby enhancing the quality of those too. We will have more news next month.

Regards,

David Jessett



AND FINALLY

Did you remember to enter Jeremy's Christmas Competition, spot the Christmas Puddings?

I did, but I just hope that I wasn't the only one! But I don't think the answer was 42, as per the Hitch Hikers Guide to the Galaxy but hopefully Jeremy has revealed all this month? See you next month if all goes to plan. ■

We seem to have reached the end of the alphabet regarding full size car manufacturers now, so let's make a start on our small scale model manufacturers instead.

A is for Airfix, AFX, American Model Raceways, A.M.T. Corp, Atlas and Aurora.



The first Airfix model kit was the Ferguson Tractor, produced as a promotional item in 1949, although Airfix was founded in 1939 and made a range of injection-moulded plastic items before then, including clockwork chickens and scissors, and was the largest plastic comb manufacturer in Britain. Founder Nicholas Kove chose the Airfix name so it would appear at the start of trade directories, as it does here.

Airfix 1/32 car kits were created in the 1950's, with the Darracq and Bentley dating from 1956, the Morris Cowley from 1959 and the Renault Dauphine and Mini-Minor from 1961.



In 1962 Airfix sought an entry into the slot racing market, and accomplished this by purchasing Model Road Racing Cars Ltd. (MRRC). Thus began the Airfix MRRC brand, although later products were branded Airfix MotorAce.



The first Airfix MRRC set included Ferrari and Cooper cars, with a figure of eight track.

These were joined by a Porsche and Lotus, and complete or kit-form models of the E-Type Jaguar, Mini-Minor, Sunbeam Rapier, Ford Zodiac, MG1100, Lotus Cortina and Vauxhall Viva.





Further models included the C-Type Auto Union and W125 Mercedes-Benz, Vanwall and 250P Maserati Grand Prix cars.



1966 brought the introduction of the Clubman Special kits, including the F1 BRM, Ferrari 250LM, Porsche Carrera 6 and Aston Martin DB5.



The little people themselves were not forgotten, with sets of spectators and track officials, and pits and press buildings for them to dwell in. ➡➡



Despite going bust in 1981 and 2006, Airfix is now part of Hornby plc.

Over the years the Airfix 1/32 static kits have presented plenty of opportunities for conversion into slotcars, and may they continue to do so.



AFX was a brand of Aurora Plastics Corporation, introduced in 1971 it stood for Aurora Factory Experimentals. In 1974 their Magna-Traction cars were introduced, with the bottom of the motor magnets exposed to help them grip the track metals. 1976 brought the G-Plus in-line motor for greater speed and stronger Magna-Traction.

The AFX brand was discontinued when Aurora went into receivership in 1983.

American Model Raceways built a franchised range of eight lane public pay-tracks in the USA, some of which were over 300 feet

in length. At the height of the sixties slot racing craze, there were over 5,000 raceways in the USA.

I thought AMT stood for Authentic Model Turnpike, but according to one of Arthur Ward's books, it stands for Aluminium Model Toy Company, so it looks as though Authentic Model Turnpike was just their slot racing brand, conveniently with the same initial letters. AMT manufactured a 1/25th scale system featuring remote controllers with miniature steering wheels, and Chevrolet Impala and Corvette Sting Ray, Ford Galaxie and Mustang Fastback, Mercury Comet Cyclone, Pontiac and Ford Thunderbird production cars.

AMT's advertised selling points were:

- You actually steer.
- You control speed and direction - forward and backward.
- You drive through an exclusive crossover.
- You change lanes to pass.
- Car spins out, dodges obstacles, goes over ramps.
- Race at scale speeds over 160mph but never leaves the track.

AMT also made four 1/32 kits with vac-formed bodysells: Chevette, Ford GT, Lotus 30 and McKee. In 1967 AMT stopped making slot cars and reverted to making plastic static kits only.

Atlas began making HO scale slot cars in the 1960's to accompany it's existing model railroad sets, and expanded into 1/32 scale in 1965 with a Ford GT and Porsche 904, followed by a Brabham and Ferrari F1. The trend of super-sizing continued, with Atlas expanding further into 1/24th scale cars, but it was too little too late, as demand declined and the Company went back to railroads instead.

Aurora was begun in 1950 in Brooklyn, New York, and involved such initial exploits as paying off-duty firemen with crates of beer to tie drawstrings onto reject plastic coat hangers to make toy bow and arrow sets. Spotting the higher margin made by plastic kit manufacturers in 1952, Aurora entered the same marketplace. Aurora were just as quick to enter slot racing manufacture, helping boost their total sales to

\$20 Million by the early sixties. When Aurora ceased trading in 1978, Monogram bought many of the plastic kit moulds. Polar Lights (a brand of the Playing Mantis Company with a name inspired by Aurora Borealis...) have re-released several Aurora kits and have developed a method of reverse-engineering tooling from surviving vintage kits, enabling models with lost tooling to be produced once again.

I suspect a combined Top Ten of the above makes could be swamped by Aurora due to the enthusiasm of our American Cousins, so let's examine how models of the above model manufacturer's cars are doing individually on eBay:

Airfix Slot Car Top Ten

1. Built Airfix MRRC Sunbeam Rapier £185.36 (132404828241).
2. Collection of 11 Ferrari 156 Sharknose F1 cars by various manufacturers including Airfix £155.57 (112691974832).
3. Un-built Motorised Kit Airfix Sunbeam Rapier £150.00 (292316465793).
4. Built Resin version of Airfix Ford Zodiac £128.00 (142655922216).
5. Pair of Airfix Lotus's converted into Dan Gurney and Jim Clark Indy Cars £122.05 (232572767930).



6. Airfix MRRC Mercedes 154 GP 4WD £121.00 (142622043594).
7. Motorised Airfix Triumph TR4 Kit Conversion £99.00 (362161033761).
8. Ten Airfix Coopers £95.00 (112624727086).
9. Built Resin version of Airfix Sunbeam Rapier £91.00 (142655950526).
10. Airfix MRRC Clubman Special Eagle Weslake Kit £90.89 (263421363614).



AFX Top Ten

1. AFX G-Plus BMW 320i Red with Blue & White Stripes undisclosed offer above £945.28 (232524659245).
2. AFX G-Plus Yellow & Brown Porsche 934 Turbo £945.28 (253242915003).
3. AFX G-Plus Black/Yellow/Orange/Red Monza £827.83 (253220232224).
4. AFX Dark Olive Datsun 510 £688.68 (253220272846).
5. AFX 43 Cars & Track Collection £681.70 (253287086305).
6. AFX G-Plus Red Indy Car £672.05 (232622632763).
7. AFX HO collection of 65 cars in display unit £621.82 (332502158496).
8. AFX Five Different Colour (Blue/Yellow/Green/Orange/Red) '32 Ford Pick-ups £576.82 (112643259249).
9. AFX Super G-plus Watson McLaren F1 Undisclosed Offer over £550.25 (232574045254).
10. Tomy AFX Scramjet & Holdline Indy Cars £550.25 (272922568342).

AMT Top Ten

1. AMT 1/25 1966 Ford Fairlane GT-390 Red £695.68 (122923418328).
2. AMT 1/24 Hussein Kit £224.43 (362138564751).
3. AMT 1/32 Bugatti T59 £209.75 (152812008115).
4. AMT 1/25 Mercury & Controller Accessory Pack £205.57 (272919638038).
5. AMT 1/25 1957 Thunderbird Kit £161.16 (232593439896).
6. AMT 1/25 1965 Corvette Sting Ray Kit £160.80 (162811784279).

⇒⇒



7. AMT 1/25 Built 1962 Pontiac HT Kit £157.32 (122776302696).
8. AMT 1/25 1960's Chevy Impala SS £154.01 (122834045625).
9. AMT 1/25 Ford Mustang Kit £145.08 (172961534743).
10. AMT 1/25 Super Stock Ford Mustang GT Fastback £139.83 (322933359681).

Atlas Top Ten

1. Atlas HO Tan Chevrolet Corvette Convertible £227.23 (122590449310).
2. Atlas HO Red Chevrolet Corvette Convertible Tan Roof Undisclosed Offer over £139.83 (122590491742).
3. Atlas 1/24 1/32 Track Oval Layout 01 £139.83 (382151246009).
4. Atlas HO Green Buick Station Wagon £122.35 (112701636094).
5. Atlas HO Officials Stand Kit £110.81 (282724684286).
6. Atlas Zingers HO Green Porsche £104.88 (372115377696).
7. Atlas HO Sea Foam Green Chevrolet Impala £104.87 (122883973558).
8. Atlas HO Green Mustang Fastback £103.83 (302602963446).
9. Atlas HO Blue Chevrolet Impala, Black Top £101.37 (112704544424).
10. Atlas (?) 1/32 Brabham BT19 F1 £100.00 (232572770357).

Aurora Top Ten

1. Aurora HO 27 Hot Rod Collection £1,450.80 (382256695666).
2. Aurora HO 87+ Cars Collection Undisclosed Offer over £1,258.52 (322863988955).
3. Aurora HO Vibrator Motor Six Truck Tractor Units in Maroon, Red, Green, Blue, White and Grey (No Trailers) £1,299.97 (122795913998).
4. Aurora HO Model Motoring 1961 Road Rail Race Set £1,046.15 (112754985990).
5. Aurora HO Model Motoring Super Modified Roadster Blue £839.01 (152764787190).
6. Aurora HO Black Mustang Notchback £699.18 (152765156456).
7. Aurora 1/43 Super Model Motoring Figure

- 8 Set with Yellow Bonnie & Clyde Pepper Rod & Turquoise '31 Ford Hot Rod Truck £699.14 (191885125434).
8. Aurora HO Green International Wrecker Truck Body Only £696.38 (192370281081).
9. Aurora HO Sea Foam Dodge Charger £594.30 (292332073627).
10. Aurora HO Lime Green Dodge Charger Bodyshell Only £567.73 (302530364358).

Monthly Worldwide eBay Top Ten

1. Aurora HO Vibrator Motor Six Truck Tractor Units in Maroon, Red, Green, Blue, White and Grey (No Trailers) £1,299.97 (122795913998).
2. Scalextric collection of 93 1980's onwards cars, trucks, motorbikes and go-carts Undisclosed Offer above £999.95 (162848798501).
3. Cox 1/24 Dan Gurney Ford Galaxie Stock Car Kit £924.42 (322987326558).
4. AFX HO Red Indy Car £672.05 (232622632763).
5. Scalextric Arc Pro Digital Jadlam SL8 set with two cars £659.95 (400857951441).
6. AFX HO collection of 65 cars in display unit £621.82 (332502158496).
7. Playcraft Highway HO Chevrolet Impala Red & White £620.00 (192410603981).
8. Mexican Scalextric Exinmex Black Tyrell six-wheeler F1 with chipped front spoiler £621.10 (152843695918).
9. Scalextric Vintage Bugatti (de Havilland version) Red £609.17 (253356808089).
10. Scalextric Arc Pro Digital Jadlam SL5 set with four cars £559.95 (401440686555).

Quite a surprise to see some truck cab units in the number one spot this month. I guess the buyer will be searching for some vintage trailers for them to pull now, unless they are going back on display, which they have been already for many decades, according to the seller.

From the collections sold, it could be inferred that Aurora trucks are worth an average of £216.66 each, Scalextric cars from 1980's onwards £10.75 each, and AFX Cars £9.57 each.

By tragic coincidence, Dan Gurney passed



away on the same day the above model of his Ford Galaxie sold on eBay. A fitting tribute to show how he is still valued by his many fans, perhaps. Dan is known for his racing battles with Jim Clark in the 1960's of course, but started off hot-rodding in California, reaching 138mph in the car he built on the Bonneville Salt Flats in 1950. At 27 Dan landed a works drive for Ferrari in the 250 Testa Rossa at Le Mans.

Moves to BRM and Porsche saw him become the only winner of a Formula One race in a Porsche, achieved in the eight cylinder Porsche 804 in 1962 at Rouen.

Further moves to Brabham and (after successfully developing his own Eagle Weslake cars), McLaren followed.

Meanwhile, Dan joined forces with his rival AJ Foyt to win the 1967 Le Mans race in a Ford GT40 Mk4, after which Dan is credited with being the first driver to spray champagne on the podium.

After retiring from F1 in 1970, Dan became Chairman, CEO and Owner of the All-American Racers team, which continued to 78 wins including Indianapolis, Daytona and Sebring. Success with Toyota was all-conquering in 1992 to 1993 with 17 wins for the Eagle MkIII Toyotas.

While Dan was too busy racing full size cars to get seriously involved in slotcar racing in the 1960's, Eldon used Dan's name for promotional purposes in 1962, and sponsored his racing team. Dan's red Lotus 19-Climax had Eldon sponsorship decals, but was unsuccessful. Dan also made visits to the Santa Ana Slot Car Raceway in Orange County, and in his Forward to Philippe de Lespinay's book Vintage Slot Cars in 1998, wrote that he was pleased to see a new generation of miniature car racers, keeping a kindred spirit with the racing fraternity at any scale. ■

