



No. 331 OCTOBER 2009

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Going Postal!

I hope everyone received their Journal last month without having to pay a trip to the local sorting office and paying an excess postage charge? If you don't know what I mean I am not going to elaborate further!

Anyway I should actually be hoping you receive this one and are reading another one of my ramblings, as once again it would seem our hard pressed and over worked postal service is once again on the verge of a strike or industrial action as it is now called in this politically correct era. This has made me think of the other services or professions who actually never strike, perhaps because they are happy with their lot, can't be bothered or perhaps because they aren't in a union or trade organisation and if they chose to withdraw their services could potentially be out of a job?

I have come up with some professions who if they decided to "take industrial action" could (or maybe not) have some implications on our everyday life. For example what if all the council parking attendants decided to walk out over a dispute about their lunch breaks? Would we mind and would we support them?

Consider for a moment if your local hairdresser/ barber decided that their hours were too long? What could happen if the dispute lasted for weeks? The same could be said for say architects, surveyors, builders and other such trades, would the already suffering construction industry last? What about if you urgently needed your roof fixing or a wall building not to mention any major projects which were required, think of the implications.

Then consider this one - banks, what would happen if all the banks were paralysed by industrial action? Would everything ultimately come to a stand still? I'll leave that one with you and I'm sure you can think of many more, but in case you think it could never happen just consider that most of the businesses affected by industrial action are either ex public owned and now privatised or are in some other way Government owned and run, which kind of makes you glad your a shareholder in the banking system along with me.

So until next month
 Jeremy



“Scalextric” By Jon Mountfort
Reviewed By Jeremy Naylor

This new book arrived at my home this week for review and so I have spent a couple of hours reading it (I know I was amazed that I found the time given that the Journal has to be produced).

The book is written by Jon Mountfort, published by Shire Library and when compared to other books already released on the subject of Scalextric is a modest and compact size of A5 with some 55 pages in all.

Initial Appeal

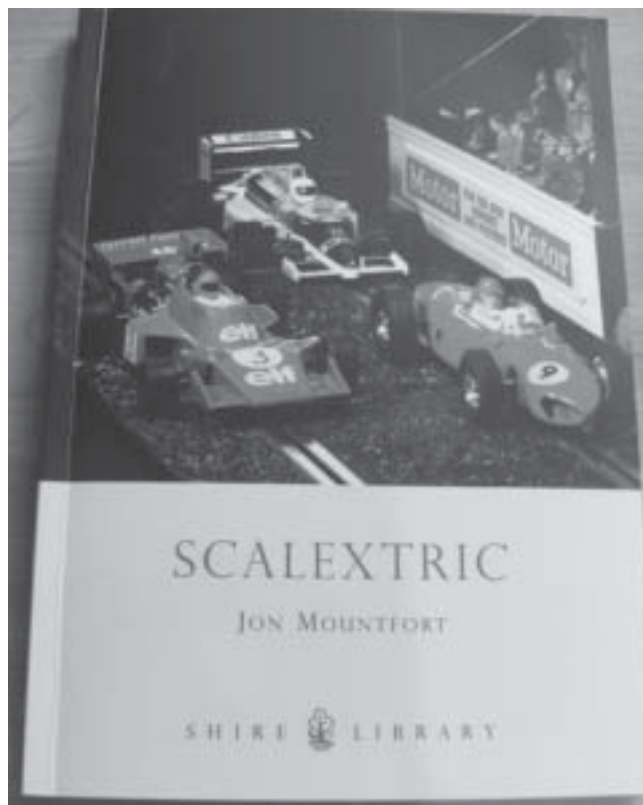
Having read the book I feel that the aim of the author is not to provide a complete reference of all the cars, buildings, sets, etc. ever produced by Minimodels, Triang or Hornby but is a reflection on the author’s childhood spent (as most of us did) on what cars or sets he could afford at the time, the thrill of new releases and of course using them for what after all they were made for - racing and subsequent crashing.

Content

The book itself is split into eight chapters which broadly covers each era of Scalextric from its inception to the current day with some diversification on the range of building produced, foreign models and some of the specialist items produced as a result of TV or film tie-ins.

As already mentioned the book does not go into the in depth detail of other available books, but rather provides a broad brushstroke of the history of Scalextric from its conception by Bertram Francis through to the current day. Having said that though, it does in some areas provide some accurate information on the releases of the time and does point out the deficiencies of car manufacturing and handling of the era in question, which I am sure we all remember as youngsters.

There are plenty of photographs in the book, many of them include some of the rarer



cars and buildings and all of them are in colour, my only small criticism is that they appear to be set as dioramas and many feature crashes, which is also a theme running through the text of the book.

Finally, Jon makes reference to further reading which obviously includes some of the other well known books produced on the history of Scalextric as well websites including our own.

Would You Buy It?

Personally I would, because I like to read books about my Hobby and it is always good to see other people writing a different opinion on any subject, plus it is a very keenly priced £5.99 and thus is value for money and with Christmas fast approaching it would make a nice stocking filler for those interested in Scalextric. But remember it is not a complete reference book but is more of a nostalgic trip (which I can certainly relate to) through the history of this famous brand and of one mans affection for the “toy” we all know and love from its early years to the present day.■



BY **ROB SMITH**

MESSAGES

FROM MARGATE



email: factory@nsc.co.uk

This has been a great month for new releases, especially if you are a fan of Hornby's classic cars. Bucking the trend of no retailer specials has been a Toys-R-Us set containing my favourite cars -Aston Martins.

C2994W Aston Martin Red and C3036W Aston Martin Silver

There have been very few non-catalogue models made for individual retailers of recent times so I was surprised to see a Toys-R-Us exclusive set. C2041 V12 Supercars contains two Aston Martin DBSs. The first Aston is sort of unique as C2994W is identical to the previously released maroon car but this time it has black windows and no interior – like the James Bond set car. The second is definitely unique and is silver in colour. Again, it has black windows and no interior. The set is quite expensive at £99.99 but worth it for these two cars.

C2991 Nissan GT-R Silver

The second release of the new Nissan GT-R is silver and looks even better than the red version.



This is because the red (painted) tail lights work well on the silver paint. This is not a drift car and has the normal guide and braids.

C3023 Ford Cortina GT 1964 Coupes des Alpes



This Cortina will be the choice car of 2009 for many people. This is a GT not a Lotus and armed with a magnifying glass you can read the tiny GT logos on the rear wings. The livery is simple in plain red with rally plates and the normal Ford badge but no less attractive because of this. I especially like the three front and single rear spot light details.

The Coupe des Alpes (Alpine Rally) was undoubtedly the most picturesque of all the international rallies. Starting in the Riviera resort of Marseille, the three-day event wound its way through the most beautiful parts of the French and Italian Alps. In 1964 Vic Elford won the rally in his Ford U.K. works rally team prepared Ford Cortina GT.

⇒



C3024 Mercedes-Benz 300 SLR 1955 #19

It is amazing how a few simple detail changes can transform a model and this is a very different version of the Mercedes Benz SLR. This time it is in Le Mans 1955 guise complete with air brake. It is closer to the first, open version but without the wrap-around screen and with the pop-up airbrake and large petrol filler. The front grill boasts two spots too.

The 300 SL by chief of construction Nallinger and engineer Uhlenhaut was continuously further developed. In SLR form it came very close to being a Grand Prix car for the road, adopting for instance the ultra-thin "Electron" (an aluminium/magnesium alloy) material for its light-weight skin and the desmodromic operated valves in the engine from the W196 Grand Prix car. For high-speed races like the Le Mans 24 hours endurance race Mercedes developed a special trick for the 300 SLR. It had an additional "air brake" behind

the cockpit to reduce wear on the traditional brakes. At the end of long straights on which a very high top speed was reached the air brake was activated. The panel behind the driver was mechanically erected while braking, increasing drag to a maximum and causing the car to slow down much faster. After the braking was done the panel folded neatly into place again, and the SLR returned to its air-cheating slippery shaped self to accelerate out of the corner as fast as possible.

The #19 car modelled was driven by Juan Manuel Fangio and Stirling Moss in the 1955 Le Mans race finishing in 28th place though retiring after 134 laps, the race was ultimately won by a Jaguar D-type driven by Mike Hawthorn. Of course, the 1955 event was the scene of a dreadful accident when one of the SLRs flew off the track into the grandstand killing 84 spectators – not something I would encourage you to emulate!





C3033 Ferrari 156 1961 #8

Whats this? A classic Ferrari that isn't red! This one is yellow and is a gorgeous shark nose Ferrari 156. This car is modelled on the #8 car entered for the 1961 Belgian Grand Prix and driven by Olivier Gendebien to a 4th place finish. This version has been adapted from the previous models to show the rear engine vent particular to the earlier shark nose cars being later superseded by the wider angled 'V' engines. The Ferrari 156 was a racecar designed in 1961 to comply with then-new F1 regulations that lowered engine displacement from 2.5 to 1.5 litres. The new engine was a revised F2 engine with the V-angle increased to 120 degrees.

The 1961 Belgian Grand Prix was completely dominated by the Ferrari team with a 1st, 2nd, 3rd and the yellow #8 car driven by Gendebien claiming 4th place. While Graham Hill made an amazing start to the lead from the third row, he could not hold off the Italian cars and all had passed him by the end of the first lap. Olivier Gendebien's success in rally

competitions brought him to the attention of Enzo Ferrari, who offered him a contract to drive a Ferrari in sports car events and selected Grand Prix. During his career he competed in only 15 Formula One races, he nonetheless scored points in five races. It was during a stint driving for the British Racing Partnership's Yeoman Credit Racing team in 1960 that Gendebien scored his best finishes; he took second in the 1960 French Grand Prix and third in front of a home crowd at the 1960 Belgian Grand Prix.

Coming Soon

I have given up trying to predict what order the reaming cars for 2009 will be released and just enjoy waiting to see what turns up. However, one new model due very soon is another retailer special. This is the blue 1970 Ford Mustang – C2976A sold exclusively by Inaslot models. You can order it online at <http://www.inaslot.com>. I have no idea who these people are and as they have twice ignored my requests for more information so your guess is as good as mine! ■



**SHIPMENT
FROM SPAIN**

By Gareth Jex



email: shipmentfromspain@nsccl.co.uk

Short and sweet again this month, but that's actually not a bad description of one of this month's new releases.

**SEAT 850
SCX Ref. 63970**



This brand new model (not the older Exin Seat Coupe) is a beautiful little car and long awaited. Limited details were available at the time of announcement at the Toy fair earlier in the year and I was concerned this would be a re-release, but I'm glad to say I was wrong.

Painted in a cream/beige colour this livery represents the Seat 850 that took part in the 1981 Rally del Ripolles by the Zanin-Racing Team. This tiny car is fitted with the RX 44 motor, which should be plenty to move it along, bearing in mind it only has a wheelbase of 64mm and a length of 106mm and weighs in at 70g. A good friend of mine will be undertaking a full review of the car at the next Wye Valley Rally event next month.

**Peugeot 908 HDi FAP
SCX Ref. 64100**



A new livery on this popular LM car. This livery represents the car driven by David Brabham, Marc Gene and Alexander Wurz at the 2009 1,000km Spa-Francorchamps. They won the race and finally broke the domination of the Audi team. A simple black overall livery with





light blue and white details along with team sponsor Total.

It is fitted with the faster RX-42B motor, lights and suspension guide.

And that is it for this month. No news on any Altaya Spanish collections yet, which is a shame as we normally get to hear about a few of next years models around now. Not many new releases planned for the rest of the year that I know about so I will be pushing for printable news on next year's models and will report back as soon as I can.

Until then, see you in Wales? ■



As the British summer draws to a close, there is still a chance to catch some rays by securing a place at the 2009 Ninco World Cup to be held next month on the Spanish island of Gran Canaria. Official rules and regulations relating to this event as well as a provisional timetable are now available through the Ninco web-site. This year – the 5th Ninco World Cup – will see two crowns up for grabs with the event being staged in two parts; First of all, teams from around the globe will compete using the newly-released Ninco-S Ford GT followed by a second world cup race using the XLOT Porsche 997. Both will be 3-hour endurance races held on Saturday 21st November with practice, checks and the SuperPole shoot-out scheduled for Friday 20th November 2009.

As the final regulations were not released until recently, time does not permit a number of rounds to determine a representative team, therefore U.K. teams will battle for the privilege of representing their country on November 1st at the superb 6-lane Ninco circuit at GT Raceway (Benfleet, Essex). Further details of this qualifier can be obtained by contacting Graeme Thoburn at GT Raceway (tel: 01702 551225 or web: www.gtslotcars.com).

Forza Ferrari

Following in the tyre tracks of the first 1/28th scale XLOT models, a totally new body style is now available for the fully adjustable XLOT chassis - the Ferrari 430. A striking orange and black livery, it carries the name “Seven7” (60004) from its main sponsor. Powered by the



special XLOT motor, it is set to challenge the Porsche on track.

Spare Tyres

More accessories and after-market parts are becoming available for the XLOT range. This month sees the arrival of axles (61407), hub-caps with disc brakes (61704) and a range of different compound tyres. The axles and hubs are supplied in packs of two whereas the tyres are packed four to a set. Each tyre is coded with a coloured dot on the sidewall to denote “soft” (red), “medium” (blue) or “hard” (yellow).

Track Gets a Boost

Although Ninco track is renowned for its excellent connectivity, the advent of digital has underlined the need for secure connections to ensure the security of the digital signal around the circuit. Ninco have therefore introduced ‘Power Track Booster Cables’ (10314) that may be easily fitted beneath the track to prevent any loss of digital signal that may be brought about through oxidised or dirty rails. ⇒



Starting Block

The fine setting of XLOT chassis has now been made easier with the brand new Set-Up tool in the form of a calibrated Perspex base which incorporates a slot in the centre to accommodate the guide blade. This base is supplied with three feeler gauges to aid setting ride height of both XLOT and Ninco-S chassis.

Throttle Up

Continuing with new accessories, two new throttles are also due this month. Both are adjustable “Electronic” controllers with a series of fine adjustment sliders to bias acceleration or braking. Once set a protective cover slides over the top to avoid any accidental changes and to



prevent spying from the competition? The controllers are specifically branded as Ninco-S (10410) or XLOT (10411) models.

New “Horses” Join Stable

A welcome addition to the entry level Ninco-1



series is the totally new model of the Ford Mustang FR500 GT3. Two designs are initially offered; the first in the popular twin blue stripe on white body colour “Longbeach” (55006), the next in a retro-look livery “Daytona” (55007) glancing back to the muscle cars of old. Both cars come without interiors (*to save on weight*) but have blacked-out windows. Each model is also available “Digitalised” with respective reference numbers 550019 & 550020.

New-S



Finally, to wrap-up this month’s news, the Ninco-S brand has the new Matech (50532) livery of the Ford GT and the “Nextel” sponsored Mosler (50545) which is also a “Lightened” version with Lexan interior, clear ProRace chassis, metric screws and silicone motor cables. ■

I'm afraid I still haven't got a huge amount built this month, but I do have plenty to tell you about.

Following on from last month with Proto Slot Kit I have poached another couple of picture from Chris this time of his Ghost models 1967 Marcos GT and 1959 Knobbly Lister Jaguar both of which look fantastic. Available through the Ghost models boutique web pages I've ordered these two plus the Ferrari 250GT SWB and the Monoplace Lago-Talbot 1950 Grand Prix car, which I hope to be able to show you by next month. While we are in France I may as well tell you about MMK's latest release this being the #16 Ferrari 250GT "Breadvan" as driven by Abate / Davis at Le Mans in 1962.

A decent model of a quite unusual real life car with very questionable body styling given the beautiful lines of the standard 250GT. Rounding out the cross-channel releases BSR bring us two versions of the 1982 Aston Martin Nimrods as raced at Le Mans. The silver and green #31 is the car of Lees / Needell / Evans which qualified 26th and retired after an accident, while the white, blue and red Pace petroleum sponsored #32 is that of Mallock / Salmon / Phillips, which finished 7th some 42 laps behind the winning Ickx/Bell Porsche 956. Both versions are available as unpainted kit, pre-painted kit or Ready to Run and both would make fine additions to your Le Mans car collections, particularly if like me you are an



MMK 1962 Ferrari 250GT "Breadvan" (Picture courtesy of MMK)



Knobby Lister Jaguar (Picture courtesy of Proto Slot)

Aston fan. Finishing off the “French Connection” as I finish typing the new Le Mans Miniatures Matra MS670 #15 1972 Le Mans winning car of Graham Hill and Henri Pescarolo has just hit the shelves here in the U.K. These Limited Edition beauties will sell out fast and I hope to bring you pictures of mine next month.

Moving across Europe our next stop is Spain where Cursa models have announced

their upcoming #22 Alfa Romeo 33-2 “Periscopica” as raced at the Nurburgring 1000Km’s in 1967 in the hands of Galli / De Adamich / Zeccoli / Businello where it finished 5th, a lap behind the winning Porsche 910 of Schutz / Buzzetta. An exquisite looking model it’s likely only to be available in limited numbers as a ready to run for more details go to the website at www.cursamodels.com Next we⇒



Marcos GT (Picture courtesy of Proto Slot)



Ferrari 612 & McLaren M12 (Picture courtesy of Reinecke Motor Sport)

move round the Med to Italy where Ostorero D&G have now released their long awaited Lotus 79 in both #6 of the late great Ronnie Peterson JPS Black and Gold or the #31 Brown and Gold Cartablanca sponsored car of Mexican Hector Rebaque. These two can be

ordered as RTR, painted and unpainted kits and are currently in stock at Pendle Slot Racing along with limited numbers of the RTR #82 Lotus Ford 38 as driven by Jim Clark at Indianapolis in 1965.

Next were off to Bratislava home to



Alfa Romeo 33-2 "Periscopica" (Picture courtesy of Cursa Models)



JPS Lotus Ford 79 Peterson (Picture courtesy of Osterero D&G)

MTR32 and my good friend Milan, this month he has put out three new cars these being the #12 Porsche Riley Mk XX in Penske Verizon livery, and the #16 Lola B08 Mazda Coupe LMP2 car in white and green BP livery of the Dyson Racing Team. Driven by Chris Dyson and Guy Smith the car managed 4th at Long Beach and 3rd at St. Petersburg in this year's ALMS series. The third car of the trio is not 1/32nd scale but a 1/18th scale Porsche Carrera Cup promo car from 2007, this looks massive and you can bet Milan's fitted a screamer motor in it to power it (Any bets on a 40,000 RPM Death Star Motor?).

Last month I told you about my friend Dave Reinecke at RMS who has now released his two 1/32nd Can-Am car body kits, these being the Ferrari 612 and McLaren M12. David has given me permission to show you his own completed cars, and my bodies are on their way across the pond to me, get yourself on to Reinecke Motor Sports website if you want to order these two crackers yourself. We now come a bit closer to home in dear old Blighty with two new GM Magnum's from OCAR / World Classics. The body shells differ from each other and the earlier road car version one being the 1976 DTV car and the other being the 1977 Gulf car. Mine are up to chassis completed stage and body fitted so these should be painted and photographed for next time. Last but not least in the U.K. this month some new cars from Penelope Pitlane.

Out now is the 4.5 Litre Blower Bentley in proper 1/32nd size and coming soon are a Stutz Black Hawk and a Chenard et Walker all three will of course be designed to take Penelope Pitlane chassis and wheels.

Finishing off the cars this month as ever we come to plastic RTR cars with Auto Art releasing their #51 Ertl and #1 Hezemans driven Alfa Romeo Giulia GTam cars. MRRC have two new Lamborghini Murcielago racers out however I must say I wasn't impressed with the quality after MRRC had done such a sterling job on their earlier releases. Avant slot have the Porsche LMP Test Spyder looking very sinister in mostly black, and a big 1/24th scale quad bike with what appears to be proper 4wd.

Soon to follow from Avant will be a pair of Saulnier Team Pescarolo LMP's with a #4 LMP1 and #35 LMP2 machines being reproduced. Pioneers Steve McQueen Bullitt Mustang has just reached the shelves with the sinister assassins black charger due in early November. HPI should have the Nissan Skyline GTR-34s with us by the time you read this, again like the earlier R32s these will be road cars in silver, white, blue and green. Very finally Slotting Plus has some new spares available with "America" wheels and tyres now available.

Till next time – have fun! ■

The Hornby MG Metro

By Paul Atkins

I've always known this little car as the Mini Metro, but it has had several official names, The Austin Metro, MG Metro and the Rover Metro, not to mention a few unofficial names inbetween as you may expect seeing as this car is reportedly the 7th most scrapped car in Britain.

The Metro was a very popular supermini car with about 1.37 million cars sold in the first ten years of production. The Metro was launched in 1980 as the Austin Mini Metro and from 1982 MG versions became available. From 1990 until its demise in 1994 the Metro was sold only as a Rover Metro. It was re-badged as the Rover 100 series in 1994. There were also van versions known as the Morris Metro and later, Metrovan.

Created for the short lived Group B race category the 4WD mid engine MG 6R4 (6-cylinder, rally car, four-wheel-drive) Metro of 1984 was a world away from the best selling supermini on which it was based. The competition car bore only a superficial resemblance to the production Metro as it featured a four wheel drive transmission and only two seats. The development of this vehicle had been entrusted to Williams Grand Prix Engineering. It was powered by a David Wood designed bespoke 3 litre V6 powerplant which used some of the engine architecture of the Cosworth DFV. It featured twin overhead camshafts and four valves per cylinder. The engine was mounted back to front in the car



with the forward end of the engine facing the hatchback and the gearbox attached conventionally behind it and therefore, in the middle of the vehicle. The 6R4 appeared in two guises. There was a so-called "Clubman" model which was the road going version which developed in the region of 250 bhp, of which around 200 were made and sold to the public for £40,000 (the homologation version). A further 20 were taken and built to International specifications which had a recorded output of over 410 bhp. The car was to participate in the Lombard RAC rally in November 1985 and an example, driven by works driver Tony Pond finished a highly respectable third. This good start was unfortunately not repeated and although a 6R4 was entered in rallies at Monte Carlo, Sweden, Portugal and Corsica during the 1986 season, none of the Metros managed to complete a course. Austin Rover withdrew from





the rallying scene at the end of the season, but in 1987 all the parts and engines were sold to Tom Walkinshaw Racing, whereupon the V6 engine reappeared under the bonnet of the Jaguar XJ220, this time with turbochargers added.

The Hornby version of the Metro was first seen in 1982 (catalogue number 23) as the "Datapost" (C303) and the "McCain" (C304) liveried cars, these cars brought a new feature with them, a working tailgate which was not seen before or indeed since. The Datapost car raced in the British Saloon Car Championship, and the McCain raced in the "Unipart Metro Challenge", but I have been unable to find out who drove these cars, so if anyone knows please contact me. It's not until 1984 (catalogue

number 25) we see a Metro set and then like buses we get two, the first being the Austin Rover Class Championship Set (C652) which had the first Metro Turbos (C317 and C318), that although were never seen in a catalogue as individual cars were sold as such later on, and the second set being the Blowout Set (C670) which featured the Unipart (C323) and Valvoline (C324) sponsored cars. We also saw this year being released, the Melitta Metro (C331) as driven by Alison Davis in the British Car Auctions MG Metro Challenge which was regularly in the top 10 as informed in that years catalogue. We even see two new Metros in the 1985 catalogue, being the Duckhams Metro (C366) and the very first and hardest to find 6R4, with only 400 being made, the Ternco⇒





(C360) car that was based on a fictional racing team for a new TV series called “The Winning Streak” a Drama series dealing with the intrigues of a family motor business and the world of rally driving, which never got beyond a pilot episode.

The complete list of the Scalextric MG Metros are below, unless of course you know better.

C146 – 6R4 – Navico – Race Number 27 – Only Available in Rally International Set (C697) – Black/Red



C149 – Computervision – Race Number 10 – Blue/White

C214 – 6R4 – Total – Only Available in Mighty Metro Set (C880) – Red/White

C215 – 6R4 – Valvoline – Only Available in Mighty Metro Set (C880) – Blue/Yellow

C303 – Datapost – Race Number 77 – White/Blue

C304 – McCain – Race Number 5 – Yellow/Orange

C317 – Turbo – White With Red Lettering

C318 – Turbo – White With Black Lettering

C323 – Unipart – Race Number 9 – Only Available in Blow Out Set (C670) – Metallic Blue

C324 – Valvoline – Race Number 8 – Metallic Green



C331 – Melitta – Race Number 33 – White/Green/Red

C333W – 6R4 – Navico – Available in Set Mighty Metro (C580), Also Beatties Twin Pack (C2052) – Black/Red

C334W – 6R4 – Esso – Available in Set Mighty Metro (C580), Also Beatties Twin Pack (C2052) – White/Red

C360 – 6R4 – Ternco – Race Number 9 – Only 400 Made – Blue/Yellow

C366 – Duckhams – Race Number 1 – White/Blue/Yellow

C392 – 6R4 – BP – Green/Yellow

C480 – 6R4 – Esso – Race Number 87 – Red/White

Impact Resistant Scalextric Ferraris

By Brian Rogers

Impact resistant Scalextric cars - Audi TT, Ferrari F430, Lambo etc - you wouldn't give them house room would you? They are cheap, nasty, entry level things with blacked out windows, no interior, minimal decoration and useless for proper racing on a wooden track.....

....or are they?

I was recently looking for some lane cars for kiddies' parties/corporate use at our club and decided that I needed four identical cars which would not be too fast for a novice to handle. They would also need to be robust, easy to service and, above all - cheap! There is no point trying to raise a little extra cash for the club if the cars are going to be wrecked every time they are used and cost more to replace than you have earned from the event.

My thoughts eventually strayed to the much derided "impact resistants" so I dropped a line to Sean at Pendle Slot Racing asking his opinion. Helpful as ever he suggested that the Ferrari F430 would be ideal for the purpose, being relatively low and wide and needing minimal preparation. Unfortunately he didn't have any cheapos available but suggested I keep an eye out on ePay for old stock of the C2847 twinpack which contained one red and one silver car at a low price.

A short while later I attended the Silverstone Classic meeting /Carlos Santana concert (double happiness in my book!) and naturally paid a visit to the Scale Models stand where I

was pleasantly surprised to find a whole tray of the cars in question at £12 each. Julie kindly sorted out a further reduced price for a bulk buy and I walked away with two red and three silver F430s without making too large a hole in the wallet.

On my return home I retired to the garage to evaluate my purchase. I was not expecting too much in the way of performance from them but I plonked one on the track and gave it a go. As expected there was minimal grip from the standard tyres so it lurched slowly down the main straight, the rear end swung out violently at the first corner and the car deslotted and rolled over on its roof - no change there then! Normally I would just put a better make of tyre on a race car but, as this was a budget job, I thought I would try and get some performance out of the original item. First, a quick visit to Dr Sandpaper - back on the track and quite an improvement. There was a half decent grip level and I could actually complete some laps at a reasonable speed so I figured it might be worth persevering with the things.

The next job was to strip them down and do some basic preparation so, after removing just four screws (hooray!), I was presented with a one piece bodyshell and a fairly basic sidewinder chassis - great - no multitude of bits flying everywhere!

There was a bit of sideways slop in the rear axle which was easily cured with a small nylon spacer but all that was really needed was some gear lubrication and a couple of spots of glue to hold the rear tyres in place. The motor was pretty solid in its mountings but I hot glued it in place just to make sure. I also took the opportunity to rearrange the guide braids. This is a useful modification for all Scalextric cars with the disc type guide. Just reverse the bit of braid that is folded forwards - this gives the =>



twin benefits of lowering the guide in the slot and providing a bit more contact area with the rails. The tyres were given a soak in 3in1 oil and the motor/gears were run in at 6 volts for about an hour. I didn't glue the axle bearings as they were quite a tight fit and I was mindful of later maintenance requirements. The cars were reassembled with a bit of body rock built in and I was pleasantly surprised with the performance - not mega fast but controllable and consistent.

The next step was to try them out on the club track. We were due an evening of lane car racing so I decided to use the F430s instead of the usual Listers. They were a revelation - some of the closest racing we have had for quite a while. Every one was capable of lapping our 100ft wooden track in about 9.6 seconds with the more experienced racers capable of under 9.3 seconds. This is about a second off the pace of our championship cars but just right for novices. If you overdid it a bit into the corners then they would perform a gentle roll onto their sides but, overall, they were very pleasant to drive with no really nasty handling problems. They survived a very competitive racing session without a scratch or a mechanical breakdown of any sort. I had bought one more car than required, anticipating the need for some spare parts but it has not yet been needed.

The only criticism from the members was that the livery was too basic and needed tarting up a bit - no problem - we just handed them over to our resident scratchbuilding expert, Clive Mills. A week later he returned them with lane coloured roofs, boot lids and bonnets plus a club logo on the side and colour coded windscreen strips.



So, a lesson learnt - just because they are cheap toys it doesn't necessarily mean they are rubbish. With a bare minimum of preparation these impact resistant cars are great fun and much more competitive than you may have thought - well done Hornby. The only real drawback is that our members reckon that they are too good for corporate use and want to run them as a championship class next year so I shall have to buy an extra set! ■



The summer has flown by and we are back here with the nights starting to draw in. However there is always a bright side to everything and that means evenings racing the new slot releases that seem to come in a rush between October and Christmas. This week Christmas came early for me with the arrival at my door of the latest new release from Slot.It the Mazda 787B; however before the review of the Mazda I have news of some other equally exciting new items from my favourite manufacturer.



New Angle winder Chassis CS10-t1 for McLaren FIGTR

First there are loads of new tune up and replacement spares to make your existing Slot.It cars go even faster (Is that possible?) The CS10-t-1 is a new angle-winder chassis for the McLaren FIGTR and the CS12t-1 is a similar new chassis for the Audi R8C. Both these chassis have new front axle positioning adjustment by use of 2mm grub screws. This allows the front axle to be moved 0.5mm higher than on previous chassis to help prevent front wheel dig in on corners. There is an improved pick up holder and holes for spring type suspension to be used. The play

between both motor mount and chassis and the chassis and body has been improved along with a better motor wire retention system. I've not had chance to equip a car with this yet but the Slot.It racers at Wolves reckon it could all add up to a significant improvement in lap times for these "older" cars being equipped with the newer chassis.



New CH48 Boxer motor mount kit

Not content with improving the chassis for angle-winder fans we also have two new motor mounts for the inline chassis the CH48 inline and CH49 offset to take the excellent flat boxer motors. If tweaks to your cars don't help you go quicker how about trying the Slot.It controller. Until December 31st the SCP01fy is available at a special price this pack couples the Electronic Analogue Controller with the high current cartridge for superb high performance control.

The Mazda isn't the only new car on release in October there are two new Ferrari F40s with the KF02C #40 Ennea Srl entered machine from Le Mans 1995. Driven by Gary Ayles, Massimo Monti and Fabio Mancini this car qualified an impressive 6th however in the race it was classified 18th finishing some ➡➡



Limited Pendle Slot Racing Slot.It Challenge U.K. Jaguar XJR12

61laps behind the winning McLaren. As ever tampo printing is excellent and performance will be superb right out of the box if you don't already have a Slot.It F40 (What's wrong with you?) go and get this one now. Perhaps however you want to do your own livery if so the other Ferrari on release is just the car for you. In keeping with standard practise Slot.It have released KF02Z as a plain white version to allow you to paint and decorate it just how you want to. Both Ferraris come as "Kits" due to Ferrari's licensing policies but they really are an absolute doddle to put together and you should be

running in less than 5 minutes from opening the box. The last release is not one for general sale but is a 2009 Limited Edition Pendle Slot Racing / Slot.It Challenge.co.uk version of the Jaguar XJR12. The livery is cracking but I believe the car is only available to registered drivers in the 2009 Slot.It Challenge, which is a shame because I really like it – sob!

On to the review of the Mazda then, the first release is reference CA15a and is based on the #18 Efini sponsored car raced at the Autopolis round of the world sports car championship in 1991. Crewed by Japan's Yojiro Terada and Brazilian Maurizio Sandro Sala the car qualified 11th and finished a respectable 9th some 8 laps down on the winning Mercedes driven by "Wunderkind" Michael Schumacher and Karl Wendlinger.

The model comes in the familiar Slot.It crystal case with orange card surround and has extra goodies in the form of spare soft racing rear tyres and a plain white flexible rear wing if you don't want to risk the very precise but potentially more breakable proper wing fitted to the model. The main body colour is white with primary green markings around the cockpit area and on the aforementioned rear wing and



CA15a Mazda 787B Autopolis 1991





The Mazda's standard running gear & Interior detail.

around the title sponsors logos. There is a pale blue strip under the nose logo and yellow strips along the rear wing trailing edge and the side pod lower edges. There are dark blue Bilstein and Login logo's red for the Brembo logos marker arrows, etc, black Dunlop and Idemitsu markings and racing numbers and even white tampo printing for the volk racing front wheel trims, which are a slightly grey colour. The rear wheels have the correct five spoke gold inserts and the tyres have the yellow Dunlop sidewall markings. As normal the tampo printing and paint finish are top notch with no evidence of any blur or bleeding and very sharp graphics. Positioning of the detail printing as always seems spot on to the real race car. The body moulding is as we have come to expect finely detailed with correct mirrors, air intakes, heat vents, NACA ducts, brake scoops and an intricate rear wing support and lights structure. The screens all have correct black coloured surrounds, the single central wiper, roof light, refilling point, intake meshes, and red towing point all add up to a wonderfully detailed model.

Inside there is the normal well detailed cockpit albeit mostly in black as most group C

cars were at the time. There is a very good driver figure resplendent in Terada's race suit and helmet colours with blue Sabelt harness and of course the red safety extinguisher on the cockpit floor. The body is located by two screws and the removable motor pod by four, with an inline set up as standard, there is however in keeping with more recent Slot.It releases the provision to fit an angle winder set up if desired. Axles are standard Slot.It front and back with alloy rear rims located by grub-screw on the rears and nylon front rims and inserts as described earlier. The guide is the standard SICH10 Slot.It type with the steel braids and silicone wires carry power back to the stock V12/3 - 21,500 r.p.m. inline motor. The drive pinion is a 9 tooth in-line with a yellow and bronze SIGI28/bz inline 28 tooth crown gear giving a 3.11-1 ratio. There is also the normal bar magnet between the motor and crown gear, which I tend to leave in for ballast even though Wolves two main tracks are both copper tape . As ever a very good standard set up for most drivers, but undoubtedly the top racers will have them set up as hot motored angle-winders before this article even gets to print. =>



Rear view showing highly detailed wing mount and lights

Finally on to the Wolves international track and I was pleasantly surprised with the level of grip from the standard rear tyres although admittedly I'm a bit of a Captain slow these days compared to the youngsters. As always at Wolves the standard guide simply isn't deep enough for our routed tracks, although as I've said before it's fine for all forms of plexy-track. I managed to achieve around 8.5 seconds per lap with just a change over to the deeper guide, which isn't bad for me. Next the rears were swapped for trued and glued sticky P6's and the times came down in to the high 7 low 8 second bracket, which for me is fairly decent. I decided to see what Slot.It Challenge U.K. Junior champion elect Lewis Gough could do with it. (Lewis cannot be caught with just his home track at Wolves still to run) Depressingly for me he chopped half a second off my times without seemingly trying and this is a lad who much prefers Angle-Winder set ups although he seems capable of winning with just about anything. Another great group C edition and although I know a lot of you are longing for the Le Mans winning livery that will come along fairly soon, don't be fooled by the seemingly plainer livery this is a fabulously detailed slot car. I'm sure that in many cases we will see this version on the slot tracks while many also buy the Le Mans winner to keep in pristine condition. Finally as I close I

see that the test version of the Slot.It Chaparral 2E has broken cover and is already looking great, I'm excited already.

A Big Thank you to Slot.It and to A G Bee Limited for providing the review car, and for rushing it to me in order to review it for this month's copy deadline.

Till next time Ciao! ■

BY DEANE WALPOLE

H:O

WORLD

email: howorld@nsc.co.uk



I only recieved the Micro Scalextric G1055 Pro Rally set the same day as the deadline for this review so bear in mind I have not had the chance to request a comment from Hornby.

Everything about the set ticks all the boxes, good looking cars, a good layout, fast chassis, good value for money, interesting layout and so on. Hornby have not done rally cars for some years and it shows the improvements that have made both in quality and overall commitment

to the Micro brand, when one compares the two cars included in the set with the Peugeot 206 from 2004.

For the record the cars are the Ford Focus WRC 07s of Jari-Matti Latvala and Gigi Galli from the 2008 Swedish Rally, the world's only all-snow rally. Latvala won the rally, Galli placed third. The application of the decoration is first class, they really pop, although the Latvala car looks a little darker than the real thing. All the sponsors are there, with the usual artistic compromises needed for the smaller scale. ➡





All would be well then, if it were not for the clearance over the front wheels. I so wanted to let this pass, but the more I looked the more I realised I could not. Many of the kids the set is aimed at won't really care, and those that look at the Micro range as a doorway to the larger, "proper cars" won't lose much sleep either. Certainly this is Hornby's own view, so nobody is going to get fired. But I feel that for set to be so close to being an epic and fall down so ridiculously is a huge shame.

On removal of the somewhat over-heavy body it is clear that the problems are deep

ones. The front peg that sets the ride height looks ripe for shortening, until one realises that will just make the stance all wrong, and have the nose snagging the track all too quickly. Both pegs are wrong, and the front wheel arch way too high, a fix would therefore be beyond anyone not prepared for some major re-working, and for a toy car nominally worth a tenner that should look stunning without the need to undertake any modifications, such work is thus not going to occur. ■





Beginner's Guide - Scalextric Collecting

By Phil Etgart

This piece was first published in May 1996. The author, Phil Etgart, was a highly regarded collector and wrote many articles for the NSCC. Phil retired from the hobby several years ago but his advice is still relevant today so I thought this article was worth another airing.

Standing behind a table of Scalextric at a swapmeet one of the questions most commonly asked by new members is, "What should I collect?". This particular question always worries me because it suggests that people are more concerned about making a sound investment than actually enjoying their hobby!

Anyone who regularly trades in Scalextric will tell you that there are virtually as many themes within collecting slot cars as there are purchasers!

It is not uncommon to find people who only collect up to 1970 (i.e. the output of the Havant factory, which encompasses all the injection moulded cars up to and including the dizzy heights of the Cougar Sport (C21) - the last model introduced by Havant). Their view seems to be that this was the 'Golden Age' of Scalextric, and things were never quite the same once production shifted to Margate. Similarly, there is the odd collector around who focuses on the tin cars produced while MiniModels were based in London NW7 (before the Lines Brothers takeover in 1958). However, collecting every colour variation of the delightful tinplate models is not easy and, if seeking them mint boxed, you are setting yourself an incredibly difficult objective.

Very often collectors will veer towards GP cars or saloon bodied cars rather than collecting both (makes for a more manageable collection), but even so, if you accept that given the colour, mould and country of manufacture variations,

Other possibilities are small themed groups (by manufacturer, by model, trucks, bikes, film or TV related, actual GP, rally or touring cars etc.) or, being a little more extreme, every colour and tooling variation of a given model (e.g. C68 Aston Martin DB4 - six colours lighted, six colours unlighted (two shades of blue and red) English; same French; sunroof version three colours (two shades of red); black Marshals car U.K; three colours of Marshals car - France; James Bond car. That gives you 32 cars to find before you consider any of the unique / semi-unique items (factory chrome models / mould test colours / clear mould flow models). Putting together a complete collection of all DB4 variants would set you back thousands, assuming all the combinations exist and could be located!

Another distinct possibility is Limited Editions, 3 x N.S.C.C. Scalextric (and two more due this year!), 2 x N.S.C.C. M.R.R.C., 1 x N.S.C.C. Ninco, Beatties specials, Toys-R-Us specials, and even the 1960s Gamleys special - the blue swivel guide Cooper.

My personal advice has always been, "Buy the cars you like." It is totally wrong to feel you have to buy everything, or a particular model because it goes with things you already have. Where is the logic in spending hard earned cash on things you don't especially like? After all nostalgia is really fond memories and if, in the future, your essential purchase is viewed the same way you see it now, rather than a collection that is a spectacularly appreciating asset, you might find yourself with the equivalent of a roomful of Scaletti Arrows!

Quite aside from the cars themselves there are many other items to consider. A very colourful option is to collect Scalextric Catalogues and, in spite of the disposability of paper, it is surprising how many catalogues have survived and do come up for sale. Certain =>

catalogues can be difficult (and a little bit more expensive) to obtain, particularly 1-3, 13-15 and 26. It is worth remembering that with every catalogue there was a price list! Amongst the hardest of the printed items to obtain are copies of the Scalextric Newsletter. There were six issues between winter 1957 and spring 1960, and these seldom come up for sale.

Also well worthy of consideration is the wonderful box art. Whilst a handful of the original paintings are in the possession of NSCC members, they are nearly impossible to obtain but the box lids the paintings appear on are readily available. How many times have you paused before throwing that empty set box away? Other options include special track sections, trackside buildings and accessories, and shop display / Point of Sale material (from cabinets and signs to spares packs and service sheets).

Stepping outside of Scalextric itself for a moment - everything I have mentioned so far exists on a greater or smaller scale for other U.K. manufacturers (Airfix, VIP, SRM etc) and likewise there are dozens of European and American manufacturers whose output is collected just as keenly as Scalextric. It is not only 1/32nd scale to consider. Slot cars were produced predominantly in four scales (1/24, 1/32, 1/43 and 1/76), and in spite of the European perspective in which 1/32 predominates, this is very much a secondary scale in the States where H:O rules all and 1/24th and 1/25th scale static models also impacted on the slot race market to a greater degree than 1/32 (hence the repeated failure to establish a significant U.S. market in the 1960s).

Second only to the question of what to buy, is the question of condition. Is it better to buy only mint boxed, or acceptable to buy 'played with items'? Again there is an element of "You pays your money, you takes your choice", but you should buy what feels right for you. If, like me, you are a box fetishist then it is a fairly fruitless exercise buying unboxed items and hoping to find an empty box someday (it seldom happens - invariably you end up buying another the same to get the boxed item). However, it is

worth considering that, if you like to run your cars, whether it is really worth buying mint boxed items. Once you run them round the track a few times they are no longer mint, and in doing that you only need to handle a box a few times (taking cars in and out) to start to give it that slightly dog-eared look. In broad terms, if you buy them to look at then mint boxed is a reasonable objective. If you buy them to run then very good unboxed is realistic. Taking that into consideration there are still occasions where a good or very good unboxed item may well have to suffice (super rare variations / set only cars / difficult to obtain items), when did you last hear of a mint boxed Race-Tuned Bugatti for sale?

Also worth considering at this point is reproduction / replacement parts. It is generally accepted that a car with replacement parts is still a collectable item. If you run your cars I would have said it was a benefit financially. However, if you are an absolute purist could you really put your hand on your heart and say that a Healey with a cracked screen, flaking chrome or no bumpers at all, really looks better than an attractive original looking car with replacement parts?

The final question (for this article anyway) is, are the sets worth anything? Most Scalextric traders would give the same answer that, with a few exceptions (James Bond Set; Go-Kart set; Motorcycle Combination set (1960s); Vintage set; Gamleys set (with that blue swivel guide Cooper); and the 1/24th sets), they are really only worth the sum total of the cars contained therein (unless the set includes a Pit Stop or Le Mans Start and the track is in exceptional condition), but before you take out the cars and sling the box away - what about the box-lid art!

So, to briefly recap, buy things you like, don't worry about only buying mint boxed items (unless you really aren't going to open them again!), don't worry about cars having repro parts (unless they must be mint boxed for you) so long as the price reflects this, and don't fill your spare room up with set boxes, just cut out the lids and save them up to paste to the walls. If nothing else that might frighten the wife off from asking you to redecorate! ■

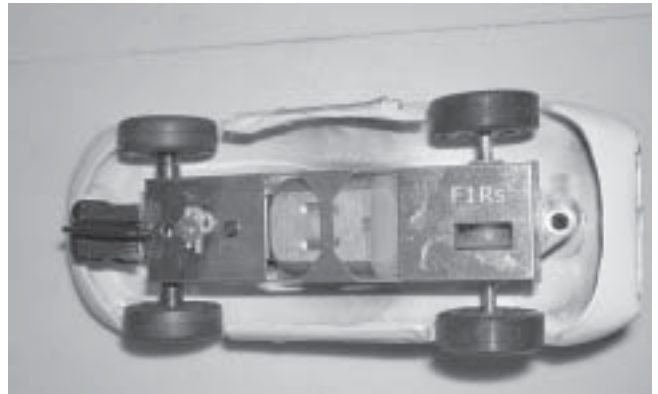


Building a Fibreglass Car

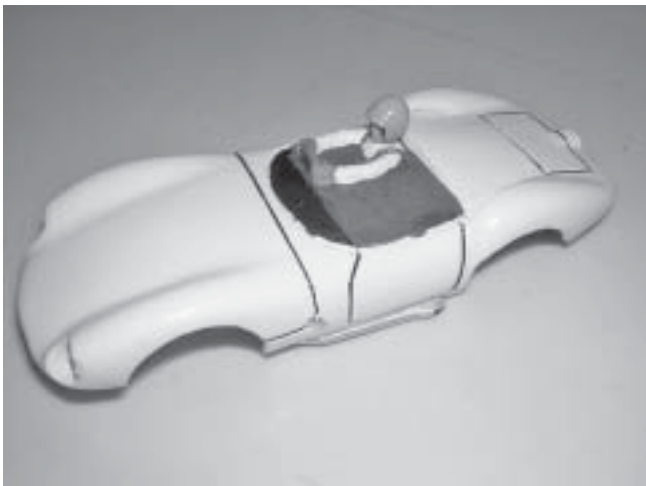
By Clive Mills

Here I am again with a complete car which has not been produced by any of the major slot car manufactures. There is such a wide range of cars out there if you take the time to build one.

This is the final part of this build. I may have gone on a few months but you could build a car from start to finish in a couple of weekends. The body I have sprayed in a plain white finish and the roof I have painted red.(but you can see this anyway). It is not meant to represent any car in particular, but as these



The interior I always paint the area around the driver dark matt grey and the dashboard, matt black. This gives the interior a deeper look on the completed car. The driver is now detailed as you wish. When all the paint is dry. I line the edge of the windows and the body shut lines in black. This is simple to do with a Parma detail pen. These are very cheap to buy and are very easy to use. The head lamps are now added ➤➤



Ginetta cars were mostly raced by their owners the choice of colour is endless. The body is simple to paint and I always like to leave the final coat to dry for a couple of days, as after this time the paint is nice and hard.





as are the rear lamps and any decals that take your fancy. I kept mine simple, as most club racers do.

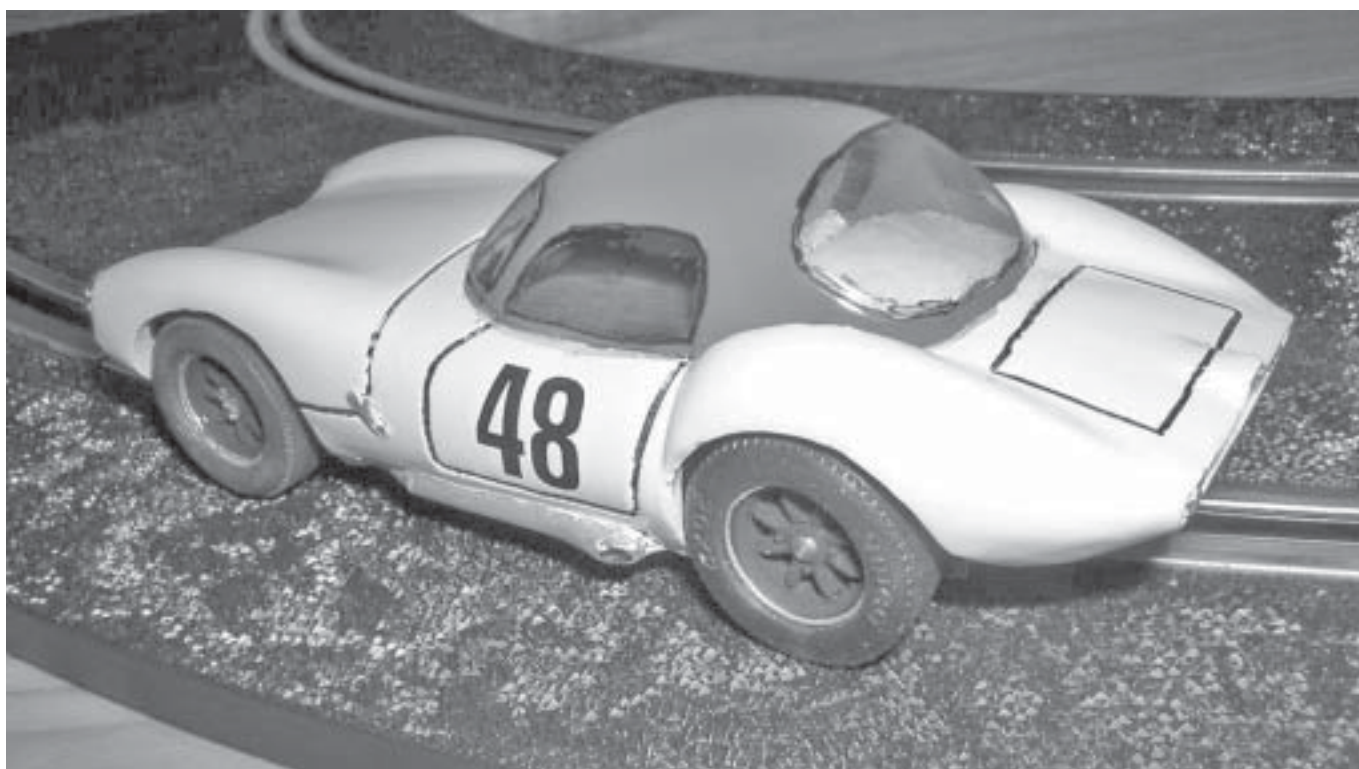
The wheels that I used are simple Scalextric formula junior wheels as these are quite good representations of Minilite wheels. Ninco classic 20x7 tyres fit perfectly and run very well.

The wheels are simply painted black with the rim picked out in silver.

The body is mounted onto the chassis and there is your own car that nobody at your club will be racing. I know that some people say that fibreglass bodies are heavy but they are only a few grams heavier than resin but they are a lot

stronger. This body is from AA Bodies who have a large number of bodies available, which are not made by other manufacturers. If you prefer they will now supply the same body in resin. I hope this has been informative and that more slot car nuts, like myself will have a go at building cars. I am sure that once you try, you will think. Why didn't I try this before? It is not as difficult as you think, just take your time at first and remember the more you try the easier it gets.

GO ON HAVE A GO. IT IS VERY SATISFYING. If you have any questions as regards to scratch building please contact me. ■



I thought we would be seeing a pickup in listing numbers this month as we head towards the traditional Autumn buying activity but listings numbers on U.K. eBay have actually fallen slightly to around the 12,000 level. Elsewhere Germany showed up best with some 18,000 listings and the U.S. in third place with just over 11,000 listings. Of the other popular slot eBay sites Spain had 8,700 with Australia, (1,200) and France (1,400)

Sometimes certain listings make me smile especially with the hint of irony in the description. One such listing that caught my eye this month was “GENUINE SCALEXTRIX BITS & BOBS” (110433997353) The seller then went on to say in his description “I know nothing about these” so he must have been pleased to get £83.55 on a Saturday morning but I still wonder how the seller knew they were “genuine”. The lot of several cars and barriers and controls included a Mercedes 190SL, red Austin Healey and yellow Team car but they all seemed in well-used condition. On the subject of “bits and bobs” and once again a description that made me smile was a “Scalextric extras” listing. It was for a Scalextric yellow balloon that went for 50p plus 40p P&P. The seller stated “Starting price does not include inflation but you can blow it up your self” and it could well blow up as I seem to remember these were about a few years ago now at the NSCC Hornby weekend and are probably starting to perish.

Bargains

With patience as always on eBay, the canny buyer can still pick up a few bargains in the new car department which I guess must mean there are still some high inventories levels of some cars out there despite the slowdown in releases from the manufacturers this year. A Superslot Ferrari F430 H2835A at £14.50 attracted little interest, as did a selection of AutoArt Models. Now I know they are not generally regarded as the best

runners but £17 to £18 for a MB Lamborghini Gallardo, Murcielago or Diablo and a Ford GT, £16 for a Nissan Fairlady Z and £10.65 for a Subaru is still a pretty good deal I reckon. They probably would have gone for less but for my last minute bids, as I was only just outbid on all these by one bid increment on a Saturday morning! Other items I was just outbid on this month included a mint boxed Vanquish MG black McLaren kit at £32, Scalextric low loader truck at £18.25 and a pre-order listing for the imminent new Steve McQueen Bullit Mustang from Pioneer went for only £27.62 just 7p more than my bid! I was quite surprised at the price for what seems to be generally regarded as an eagerly awaited car, but was it a real snip? Checking completed listings showed other lucky buyers secured theirs for £22 and £25.56. Perhaps because these will be stocked by the usual dealers now and not just one particular seller/distributor as was first indicated on the Pioneer website, so check out your favourite dealers before you get carried away bidding on eBay. Incidentally this same seller is also selling the new LE ChromeTAG Mustang from Scalextric on pre-order for end of October despatch as well. Search on “chrometag”, ticking the title and description button, and you should find these easily and they are being listed on the U.S. site as well if you want to try your hand at bidding for a bargain rather than the £36.95 BIN price. (They are £1 cheaper on the distributor website though at time of writing for those of you who like to get the best price!) I was informed a couple of weeks ago that a third of the 1,500 run has already been sold so it looks as though this could be one to get sooner rather than later. Back to the subject of just being outbid and another 11p would have got me a nice 2nd edition Catalogue that went for £25.66. The same seller also had an excellent “5 minutes to go” catalogue described as “Instruction Manual Catalogue book” ⇒

(170380195957) that was sniped for a surprisingly low £21.22 for a Sunday evening. Last of the bargains just missed out on was a very nice “Roar” record (150370645419) at £7.60 plus £3 p&p on Friday lunchtime.

Quality Costs?

From the bargains then to the more fancy prices. One seller had a number of mint boxed ex shop items ending on Thursday evening. Pick of the prices was £400 for a black Bentley, £252 for a beige C32 Mercedes and £155 for a C46 U.K. Porsche 917K. Moving over to French eBay a French Bentley box only with green dot but not perfect by any means made 67€ and an Alfa box a more modest 52€. Another French seller had the Scalextric Porsche GT3R Luc Alphand model that fetched a £149 BIN price but it was the rarer(?) #72 set car, rather than the normal #74 Limited Edition if that makes sense! However a chrome Scalextric C18 Ford 3L showing signs of wear with the coloured body showing through and reportedly bought from the estate of an ex-Hornby employee some 18 years ago was not attracting any bids at £200 at time of writing (200386852050). However the same seller did manage to get £150 for a similar condition C17 Lamborghini from the same source (200380856301). Another nice boxed model attracting interest was a 124 ace series Ferrari 124 that made £446 on a Tuesday night and in the same order of price at £407 was a very nice boxed white Auto Union.

Prices as listed and spelt on U.K. eBay unless stated, with the time and auction-ending day. Vintage Scalextric set - 1950-60s £66.69 (Nice looking Blowout set with Austin Mini & Healey, Vanwall and shark nose Ferrari on Sunday night 320421131551)

RARE 1958 SCALEXTRIC SET ELECTRIC £64.51 (Tinplate Maserati set on Sunday afternoon)

Vintage Scalextric £439 (Couple of old sets and some cars needing attention but included a yellow boxed Auto Union hence the price on Sunday afternoon)

TRIANG MAGICAR MOTORING 1960S? GREAT CONDITION WORKS £27.00

(Friday night 140346336922)

SCALEXTRIC MOTORCYCLE SIDECAR C281-2 1980 – VGC AU\$110.27 (£60) (Unboxed but excellent examples on Sunday morning on Australian eBay)

SCALEXTRIC MINI COOPER S CARS X 2 AU\$458 (£250) (Green and a black car with some faults on Saturday afternoon on Australian eBay)

Scalextric TROPHY SET Vintage MIP Slot Car Airfix SCX AU\$102.50 (Australian eBay on Sunday night)

Scalextric racing trucks boxed with rear spoilers £40 (Only one bidder for Old Glory and Knight Raider in boxes but chrome missing and tatty boxes on Saturday lunchtime)

Rare Scalextric Test Sample Jaguar 220 Clear. £180.55 (Not Crystal Classics body shell on Sunday night)

Vintage Scalextric £439 (Couple of sets but also boxed yellow Auto Union 160360794803 Sunday afternoon)

VINTAGE SCALEXTRIC C/93 AUSTIN HEALEY 3000, BOXED 60s £99 (No insert in box but excellent race tuned example on Tuesday night 280395020355)

Scalextric FJ Motor - Restored and Race Ready £8.55 (Polish seller on UK eBay)

Slot.it - Audi R8C 1999 £113.11 (Slightly used example of SICA01b on Wednesday night)

SCALEXTRIC VERY RARE EXIN LIGHTED SIGN EXCELLENT £122.12 (Tuesday morning 290350173841)

SCALEXTRIC SPORT PIT GARAGES £53 (Nothing surprising there you may say but I hope buyer realised they have bought 4 cardboard kit buildings on Tuesday afternoon! 220481178083)

VINTAGE SCALEXTRIC MODEL M.R. CLUB RACING CAR BADGE £67 (1.25 inches long with sky blue surround and red F1 car on Sunday night 140345807945)

Scalextric track, cars and accessories BRAND NEW £623.23 (“Returns”. 45 cars plus several bits of digital track and 2 of the sought after 6 car power bases on Sunday afternoon) ■

