



No. 341 August 2010

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WWW.NSCC.CO.UK

THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

"Lies, damned lies, and statistics"

It was Mark Twain who popularised the above phrase in America, although he attributed it to Benjamin Disraeli, it appears relevant now as the NSCC has again been the subject of discussion on a certain internet forum and the question asked of whether in the modern age we have a place anymore relating to the world of toy plastic cars, particularly with the "great" and "wonderful" brave new World of T'internet and since our membership is small (780) compared to theirs (12,000) do we thus have a future?

Consequently I did some research looking at the actual membership figures for this forum, of course these can change daily but lets have a look anyway, firstly remember that they claim 12,000 members, is this so impressive when you consider the world wide web is their market place? Next moving on, of this number there were 6,212 members with nil posts, so over 6,000 people have signed up and took no further part! Again is this a great advert? It's possible some may be dead, afterall there is no renewable membership like the NSCC, where in the event of a non renewal our members are contacted directly by our Membership Secretary to ask what is the reason for non renewal. Next those who posted this year, well a total of 1,653 of who only 580 have posted more than a couple of times, so the membership number is now looking considerably smaller, isn't it? Of course there is the paid for "Plus" membership with a few minor perks, so total takers of this - just 247! A conclusion then is that perhaps the NSCC isn't so small afterall?

In addition, unlike the NSCC there are no Limited Edition cars ever produced for sale to their members and only recently has an event been organised which was not unlike past NSCC events (they say imitation is the sincerest form of flattery) for "Plus" members of the forum.

I am not for a minute saying that the NSCC is better, indeed we should both exist side by side, but perhaps we should be collaborating in the promotion of our hobby as a whole and Perhaps without the constant negative criticism of some, who I also must point out are not even NSCC members and do appear to have forgotten that we are in fact celebrating our 30th year in existence.

So until next month

Jeremy



MESSAGES FROM MARGATE

email: factory@nsccl.co.uk



By Pete Simpson

With the arrival of the summer holiday period comes an opportunity to earn a few Brownie points by deferring spending on slot cars and treating the family to a day out at the seaside. Those obliging people at Margate have thoughtfully provided an ideal venue, suitable for the whole family. Ok, it could be claimed that the male members will be the most enthusiastic, but many females will enjoy the opportunity to gain a better understanding of an alternative ethos when it comes to relaxation.

New this month is the opening of the Hornby Visitor Centre. Located in a wing of the Margate facility, this serves to both present a brief history of all of the Hornby businesses



and illustrate the current products available from the Hornby brands. This it achieves by means of a series of display cases presented in a walk-through format. Obviously it is not limited to Scalextric but includes Airfix, Hornby Trains and Corgi as well as Hornby's other European acquisitions. The opportunity has been taken to show the Scalextric cars and Hornby trains in moving as well as in static displays. Visitors are given the opportunity to control train sets and to try for the lap record on the digital setup. Unfortunately, as I visited out-of-hours, I only got the chance to demonstrate my skills at bringing Annie and Clarabelle to an accurate stop for the inhabitants of Sodor to disembark safely, earning patronising congratulations from a clearly unimpressed Adrian. And I thought I did pretty well: I'm glad he's never seen me trying to position a car at the starting grid!

Likely to be of primary interest to Club members, the Scalextric cabinets are populated with a cross-section of products spanning the years together with a few items never seen outside of the factory. Similar in concept to the





displays shown a few months back, the range is divided by decade, providing everyone a feel for their childhood and how the cars have improved through the years. Whilst not wishing to reveal too much to prospective visitors, there are a few items on display that shouldn't be missed. Coincidentally, one is a D-Type Jaguar run as a test of the old 1960 tooling to review the possibility of a reissue in the '80s: it didn't achieve the required standard so was not produced.



For many, the interest will not be limited to the slot cars as they have grown up with the products of Airfix, Hornby and Corgi. Here too are a few gems, such as the first ever Airfix model, early tinsplate trains and previously unseen die casts. The photographs illustrate the nature of some of the dioramas.

Although the displays have the advantages of Hornby's funding and in-house skills, there is nothing that cannot be achieved by a competent modeller at home, with the possible exception of a rather special factory waiting to be spotted by

the sharp eyed visitor. Of course, such a project will probably require that the car is expelled from the garage and relegated to guarding the drive.



Near the end of the tour, after an impressive exhibition of the diverse products for which Hornby are responsible, a further aspect is revealed. In one small room hang samples of original Airfix and Scalextric packaging art. To see the full-sized paintings of Roy Cross in all their colourful glory is delightful and a fitting conclusion to the tour. ➡



As is typical of this format of exhibition, the journey ends in the Hornby shop. Actually, it starts there as well so a little discipline is required to avoid having to carry vast collections and save shopping until the end.

Opening times were originally weekends only, starting Friday lunchtime, but through August will be extended to the whole week. Check the Scalextric website before travelling and give them a call to confirm. Entrance is a very reasonable £4 for adults; £2 for under 15's with under 5's free. Anyone interested in most of the aspects covered, could easily spend a couple of hours perusing the displays and the shop.



Having toured the visitor centre, I was reminded of the Airfix range of car kits. For those embarking on building their own slot cars, these are just waiting to be converted. Over the years many must have been adapted to run as slot cars, but some started to fetch silly money during the period when supply was erratic. With a regular supply now re-established, these are once again a viable option. Currently available are a Ford Escort, Aston DB5, MGB Roadster, Triumph TR4A and a three car Ford set including the Escort, Focus and Model "T". And of course, for the more perverse modeller, there's always Trevithick's loco, which is also in 1/32nd scale.

August now will witness the arrival of the six car powerbase so some of you may already have it by the time this Journal is received. I've now seen the finished box artwork – indeed, it actually contained the first production unit. Remember that, as it is intended as an upgrade



from the previous four car unit, it does not come with a power supply. Only one is required to operate adequately, although the facility exists to add a second for improved performance.

There will be a bit of a gap before the next



releases, but on the horizon for August are the three models quoted last month, having slipped from July: C3096 Cortina, C3099 Escort and C3097 GT40. This year's McLarens will also be released in the near future. When I visited in mid July the only two available were these cars driven by Jenson and Lewis in training for the British Grand Prix on the new Scalextric layout of the revised Silverstone circuit. They obviously didn't appreciate the rarity of these two pre-production cars as they are now decidedly





second hand. Ironically, the damage has probably increased their value should they ever leave Hornby's ownership!

The only other new model available when I visited Hornby in mid June was the approved model of the forthcoming Aston Martin Lola as run at Le Mans last year. Resplendent in the ever popular Gulf livery, this is not one to be



missed: with the popularity of any car carrying the blue and orange oil company colours, pre-ordering may never be more necessary if high prices are to be avoided. This may be a short-

lived model as Aston Martin have now declared an interest in working directly with Prodrive to develop a Spider for future seasons. Even so, a few privateer liveries are available for future releases.

Although this month's releases may be few, one at least stands out as worth waiting for. The D-Type has to be one of the more emotive releases of the year: who can fail to love the evocative shape, the giant-killing successes in the 1950s, not to mention its link to the most infamous accident in motor sport? This model is of the short-nosed car driven to victory at the 1955 Le Mans by Mike Hawthorn.

Embarrassing though it is to admit, I didn't have an example of the 1960s release in my collection, but there was one obvious solution. I can now confirm that this latest release is certainly better than the earlier example: no great surprise there, but a comparison serves to show how manufacturing and expectations have changed in fifty years. The new model represents the 1955 long-nosed version, whereas the original, appropriately, was based on the earlier 1954 car. Overall the dimensions are reasonably accurate, with an acceptable⇒



allowance for it to be able to perform on the track and be sturdy enough to be handled by an eight year old (mentality, if not age). Unfortunately, one of the most arduous aspects likely to be encountered by a lot of these is that the paint doesn't fade when subjected to being lovingly stored in the dark! A word of warning is due here. The only way in which the insert tray can be removed from the box is by pulling it out using the cars as handles! Not too clever as mine was extremely tight.

The colour is as close a match as is likely to the currently running examples, although how correct they are is debatable. With slot cars of today's quality it is the small details that make a huge difference. The obvious comparison is with last year's AutoArt version: several minor variations are evident. The fin marking is one detail that is proving hard to verify: AutoArt have the white stripe on one side only, Hornby on both. Amazingly, none of my books quite capture the correct angle to confirm which is correct: modern images cannot be relied upon. Even the key photograph of #6 in Chris Hilton's authoritative book "Le Mans '55" has the tail fin obscured by the binding. A period photo illustrating which is correct would be much appreciated (factory@NSCC.co.uk).

The nearside roundel varies in position



between the cars: AutoArt have it immediately behind the bonnet edge, whereas Scalextric have placed it, more attractively, but possibly less accurately, centred on the side panel. The driver is correctly proportioned (unlike the Auto Art pilot who seems to be a 1/43rd refugee!). AutoArt have included the offside mirror but omitted the nearside cowled mirror, whereas Scalextric have done the reverse. Only the Scalextric model features handed knock-offs. With Jaguar having produced and raced so many examples, hopefully this is just the first of many variants of this famous car.

The companion Mercedes has been around for a while, originally modelled to represent Stirling Moss at the wheel: this one has a change to the driver livery (I doubt if that's the correct term) to represent Fangio, Moss's co-driver in the 1955 Le Mans. So now, after a pit stop, the car can emerge complete with driver change! It is extremely doubtful if Scalextric will offer this car in all of the available Le Mans race numbers.

The first of the Start sets are now in the shops and already there is news of another variant. McLaren have joined Mercedes Petronas in endorsing the use of real liveries on the generic cars. Look out for a set with Lewis head to head with Schumi.

That's about all for this month, so enjoy the forthcoming Brooklands event and I'll have more to report in a month's time. ■



**SHIPMENT
FROM SPAIN**
By Gareth Jex

email: shipmentfromspain@nsc.co.uk

So just two new liveries this month from SCX and still no news on any Altaya collection, have to assume there is not going to be one, which is a shame as they tend to announce new cars for the following year!

SCX Ref 64530 – Aston Martin Vantage N24 ‘Asia 2009’



The car features Two Wheel drive, suspension guide, removable/adjustable magnet, Xenon lighting and floating chassis pod with RX 42B motor.



SCX Ref 64680 – Porsche 911 GT3 ‘GT3 Cup’



Again the car has two Wheel drive, suspension guide, removable/adjustable magnet, Xenon lighting and floating chassis pod with RX 42B motor. →





We saw prototype approvals of both these cars at the SCX/Slotforum weekend and I had been led to believe they may have been dropped from the range, but thankfully this is not the case. Available in the UK now.



a Spain only release, but the cars (individually) are apparently going to be released worldwide in the next few months. The set is quite expensive in Spain, so I hope the cars do make their way to us.

In similar Spain and USA related news, there have been loads of SCX Compact cars, sets and twin packs released in the USA (via the Target Store chain). Compact cars include; Cuda (2 liveries) new liveries on the DTM cars, new liveries on the F1 cars, Porsche 911's, new tuning liveries x4 and a whole series of Nascars. There have also been Limited Edition F1 sets in Coke liveries.



I'm getting conflicting messages regarding two SCX rally cars due later this year. Ref 64740 Renault 5 Maxi Turbo – 'Pepsi' and Ref 64750 Fiat 131 Abarth. The set C2 Classics Ref 8123 is available already in Spain and the set is



At this time NONE of these cars are due to come to the UK most in fact didn't even get released in Spain. Having played with the compact cars (with and without mag) they are great fun and good value for money.

Come on Tecnitoys allow some of these cars to the UK! ■





The NSCC Brooklands Swapmeet (8th August 2010) is the first time two new specially commissioned Ninco Jaguar XK120s are made available for purchase. A great addition to any classic collection, these 'big cats' have been exclusively produced to mark the event in Surrey this summer. As with the classic Porches sold at Donington, these have been produced in limited numbers - just 500 of each colour, yellow or maroon - and are supplied with a certificate showing them to be one of a limited series. Pendle Slot are behind these creations and Sean tells me that the maroon car was inspired by an original car he had seen complete with its beige interior and roof. You will agree this car looks absolutely stunning! The yellow Jag carries race number 28 in a white roundel on bonnet, boot and doors. Reference numbers and description for each car are as follows:- 91009 Jaguar XK120 'Rag Top' Maroon and 91010 Jaguar XK120 'Racing' Yellow. Both cars are fitted with NC-5 motors so will not be short of power on the track but for those brave enough to race them, please mind the paintwork!



They're grrr-R8

The long-awaited Audi R8 first glimpsed at the Nuremburg Toy Fair this year will soon be with us. The first race version scheduled for release is based on the "ACM" (50544) sponsored car of Team Phoenix during the German round of last years FIA GT3 Championship. The silver body is neatly trimmed with red and black markings and carries race number 27 of Swiss drivers Lloyd La Marca and Jean Denis Delatraz. An unusual first choice from Ninco as they were not as successful as the other Team Phoenix pairing who jointly won the Drivers Championship as well as walking away with the Manufacturers Cup that year (*perhaps their similar livery will follow...*). The Ninco race car substitutes the Audi V10 power-plant with the just as reliable NC-5 Speeder motor. ⇒



A plain silver “Test Car” (50555) will be released simultaneously but is likely to outperform the race liveried version on track as it is not only fitted with the more powerful NC-12 Crusher+ motor but will also be ‘Lightened’ with a Lexan interior and ProRace chassis.

A Real Cool Cat

A “Classic Collection” Jaguar XK120 is planned for release next month. It is an ice cool white “Alpes Rally” (50566) version. As with previous XK120s, this car is beautifully finished with chrome fittings, printed bonnet strap and grilles, as well as finely detailed wire wheels. In addition, this rally car has the essential boot-mounted spare wheel.



Pure Art

A new range of cars from Ninco will see favourite models combined with up-to-date mechanics giving rise to the “Vintage” range. What better model to launch this series than the exquisite McLaren F1 GTR. A timely choice of livery too as it is based on the “Art Car” (50568) which was just last month due to go under the auctioneer’s hammer during the LeMans

Classic with an estimated pre-sale price tag of up to 3,000,000 (*yes, three-million*) Euros!! Although it did not sell during the event, it is reported that ‘after sale negotiations’ are in progress. The McLaren F1 GTR is my all-time favourite slot-car model and with the knowledge that I’m not alone, I already have one reserved! The livery is a complex one to reproduce but using modern printing technology, Ninco are sure to reproduce it with superb accuracy.

The Best Yet?



As we go to print, reports are coming in from the other side of the Channel about the totally new Ninco-S version of the Mégane. Announced in previous Ninco News articles, this is one of the first cars to be fitted with the motor-mount (80889) designed in conjunction with the new ProRace chassis for the Mégane Trophy (‘09), Murcielago, Ford GT, Diablo and R8. Internet discussion boards have been highly complementary about how the car handles and drives so it looks like Ninco have exceeded expectations on this one. The special ‘pod’



allows the motor to be firmly held in position using two fixing screws supplied and incorporates axle bush mounts to ensure that the pinion and gearwheel always mesh correctly. The smooth running of this car can also be attributed to the ProRace axle and detailed alloy wheels.

On-line Survey

Committed to innovation, Ninco have sought opinions from their Club Ninco membership through a recent on-line survey. The reward for completing the short questionnaire was entry to a prize draw with prizes ranging from Limited Edition slot cars to one of ten Ninco RC models. Thanks to all those who took part... and good luck with the prize draw! If you were unable to participate but would like to share your thoughts about their product (*particularly suggestions for the future*), please feel free to send me your comments and I will forward them on.

Virtual Print

Leading up to this year's Ninco World Cup Final, a full report of the 2009 event is available to download in 'PDF' format via the Ninco Blog website (<http://nincoworldcup.blogspot.com/>). It is a fantastic account of the few days last November that saw Gran Canaria play host to teams from all over the world to compete for the title of World Champion.

Half the track, twice the fun!

For those of you who attended the International Model Motor Show at the Haynes Museum in Somerset last month, you would have seen six teams participate in a 24-hour race on a huge 8-lane Ninco circuit. This was actually one half of the layout used for the 2008 Ninco World Cup held at Silverstone and was setup, managed and disassembled by the guys from Pendle Slot Racing who own the entire circuit!

On arrival at the event Saturday afternoon, I was met with the phrase "*Ah, Pete... You can drive a slot-car can't you?*" Before I knew it, I had been press-ganged into the NSCC team and although unable to commit to participating over the full 24-hours, I did a bit of marshalling on Saturday

and promised to return to race for the midday stint on Sunday. Having not raced competitively for a *very* long time, I wondered if I'd last an hour but in fact, I had so much fun from 12-1pm that I stayed on for the final hour bringing the team home in 6th position... *well, I did have an impossible task making up the 380-lap deficit we had after 22-hours!* But what a joy to drive the NWC'08 circuit!

NWC'10 UK Qualifying Round 3

Round three of this series was hosted by GT Raceway (*Essex*) and although it was supported by just three teams, racing was the closest yet with less than eighty laps separating all teams. GT Raceway is one of the best circuits around; a permanent 6-lane Ninco track with an approximate average lane length of 40-meters, floodlights for night stages, pit-benches and kitchen area. A full calendar each year includes groups to run your Ninco favourites in classes such as Ninco Classic, Ninco GT and Ninco⇒ Rally. Other events such as 24-hour, endurance



and league races are also held at this circuit throughout the year. Graeme has worked hard recently to increase the “pit space” for drivers by adding a mezzanine floor which doubles-up as a rest area away from the on-track excitement. Catering facilities have also been improved and you won't find a better bacon sandwich at any other club!

Well done to GTR who finished Round 3 in 1st place with 1291 laps, just 40-laps ahead of 2nd place Burnt Oak(2). Oxford came in third, just 38-laps further behind. Credit is due to all the racers, especially those who made an extra effort to travel some distance in order to support the event.

So after Round 3, GTR have proven to be unbeatable in this competition... Can any other team beat them?



STOP PRESS... NWC'10 UK QR4

Having just returned from West London where Round 4 of this year's Ninco World Cup UK Qualifying took place, I can report a closely fought competition with Burnt Oak(1) managing to win the round by a slim margin. A full grid was made up of six teams; two from Burnt Oak, GTR, Oxford, Viking and Watford. Racing for the top spot got down to within 1 lap on occasion but the final two sessions saw the lead increase to 9 laps. Cars fielded in this round included the trusty Mosler, Ford GT and Lamborghini Murcielago. A more detailed report will feature in a future issue but final positions are as follows: 1st Burnt Oak(1) 1,568 laps, 2nd GTR 1,559 laps, 3rd Burnt Oak(2) 1,380 laps, 4th Oxford 1,325, 5th Viking 1,277 and 6th Watford 1,130. Fastest lap during the event was made by GTR with a scorching 9.38 seconds!

One more round to go and it will be on Burnt Oak's home turf. If you think you're good enough to mix it with the best, get your team along to Burnt Oak (Edgware, Middlesex) on Saturday 11th September 2010.

For further details contact Graeme Thoburn (graemethoburn@aol.com). ■



NSCC/ Hornby Weekend 2010

By Andy Smith

The NSCC Committee are delighted to announce details of the Hornby Weekend for 2010 which will be held at the Pegwell Bay Hotel in Ramsgate on Saturday and Sunday 27th and 28th of November 2010.

The format of the weekend will be slightly different from those held in the past, but we are planning a trip to the Hornby Visitors Centre in their Margate premises, a question and answer session with staff from Hornby between racing, which will be on the different track formats from over the years such as rubber track, classic, HO, Sport Digital etc.

A meal with champagne will be held on the Saturday evening to celebrate the 30th Anniversary of the NSCC, along with a raffle for the chance to pick up some rather exclusive Scalextric products and a slot car and motorsport general knowledge quiz aimed at all attendees rather than just the rivet counters! Entertainment will then follow with live music and an extension to the bar opening hours which should ensure we all enjoy a great social evening.

Sunday will be more racing on the various tracks with a buffet lunch, and to round off the weekend we will have the charity auction for those Scalextric items you just cannot buy in the shops!

All 47 attendees will then be presented with an exclusive car produced by Scalextric to commemorate the weekend. The actual car in question was shown in the display case at the Donington event back in May of this year.

There are only 47 places for NSCC Members (but please feel free to bring along your wives, girlfriends, and children as guests) at the weekend and preference will therefore be given by all of the Committee to those NSCC members who have not attended a weekend before.

Please complete the enclosed application form and post or email it to Jeremy Naylor. The final date for applications is Friday 10th September 2010. The Committee will then let the successful applicants know as soon as possible after this date. ■

**PLEASE DO NOT SEND ANY MONEY
AT THIS STAGE!**

Send your completed applications via post or e-mail to:

Only one new build finished this month, this being the latest BSR / Proto Slot production the Mercedes 300SL. Mine is based on the silver and white #175 Moss /Garnier entry in the 1957 Tour De France. Also available is the ivory coloured #174 of Desfrane / Blat from the same year, the 1956 Le Mans #7 entry of Metternich / Einsiedel or as a plain red road car. Available in kit, pre-painted kit and RTR form these are in the UK at the moment via Pendle Slot Racing.



GMC /MMK Bizzarini P538 Spyder Le Mans 1966



BSR / PSK Mercedes 300SL 1957 Tour De France

I have managed to get my paws on a couple of very nice RTR's the first is the GMC / MMK Bizzarini P538 Spyder #10 as raced by Wicky / Berney at Le Mans in 1966. Sadly in real life the pretty looking P538 did not have the reliability to match the looks and retired after 3 hours with steering arm failure.

The other RTR to arrive through my door this month is the beautiful looking Top Slot Pegaso Z102 Cabriolet Serra, this 1954 Spanish open topped GT is surely one of the best looking cars of its period, no wonder the driver has a broad grin painted on his face. Top Slot also

have issued details of another Limited Edition RTR expected later this year in the form of the 1936 Mercedes Benz 540K special cabriolet.

As announced last month GP. Miniatures Aston Martin Zagato kit is now in production and TRRC are progressing nicely with their



Top Slot Pegaso Z102 Cabriolet Serra 1954 Limited Edition



NSR Abarth 500 Assetto Corse

next two cars from the Historic GP. range with both the Alfa Romeo 158 and the Maserati 6CM now at the prototype stage prior to production moulding. Two more kits that are in production now are from my old friends at AA Bodies these being two 1970 2 litre sports cars, the first being the Lola T210 available with decals to produce either of the successful Bongrip #2 or #3 cars of Jo Bonnier, while the second is the Chevron B19, which can be ordered with decals for either the #1 John Bruton, #2 John Hine (Both Red Rose Racing) or the European Championship winning # 6 Brian Redman car. Also out now are two RTR 1973 Porsche 911 Carrera 2.7RS models from Le Mans Miniatures, available as road going versions in either yellow or blue.

MTR32 have a new car available to order in the form of the De Cadanet Lola Cosworth this being the #20 Belga sponsored machine that ran at Le Mans in 1981. I have got my hands on the red liveried #49 version of the NSR Abarth 500 Assetto Corse and I make no excuses for

including a picture of this attractive little pocket rocket, and while I haven't got my own hands on one yet I did see the new Sloting Plus Reynard 2KQ in the hands of Penelope Pitlane authorised builder Mark Cockerton last week and it was fairly flying around Wolves International track straight out of the box.

On to the more mainstream RTR's and this month sees the release of Monogram's #98 Lola T70 Spyder of one of my life long heroes Parnelli Jones and the 1967 Ford Fairlane #29 of Dick Hutcherson in the East Tennessee Motor Company colours. Team Slot has a special edition "Chequered Flag" Lancia Stratos commissioned for the 2010 Brooklands Slot Festival. One of the more established manufacturers who seem to have been somewhat forgotten these days are Fly who have followed up their attractive March F1 cars with the Williams Cosworth FW07. I really started getting into F1 during this era and Alan Jones was one of my favourite drivers along with team mate Clay Regazzoni now thanks to fly we⇒



Monogram #98 Lola T70 Spyder - Parnelli Jones

can recreate the 1979 British GP. where AJ was cruelly denied the first Williams F1 win as his engine expired on lap 40 and Clay swept by to a popular win. AJ however went on to win the next 3 races on the trot and the 1980 World Drivers title.



Fly Williams FW07's Alan Jones and Clay Regazzoni

Finally this month some upcoming 1/24th scale news with B.R.M. announcing the forthcoming releases of the #37 Taka Q and #45 STP liveried Toyota 88c and an all new 1/24th scale car in the guise of a Renault Mégane Cup car in Polaroid livery with angle-winder motor layout and suspension. While Cursa Models have just released a magnificent 1/24th scale version of their beautiful 1967 Alfa Romeo 33 Periscopica. ■

Haynes Model Motor Show 2010

By Paul Atkins

Someone from Haynes Motor Museum must have visited the Brooklands slotcar festival last year, because shortly after that event, I was contacted by Haynes asking if the NSCC would like to attend a similar event at their museum at some point in the future? Well I'm not one to turn down an opportunity to visit a motor museum and show off what the NSCC can do, so it was left to Haynes to confirm a date, and we would be there. Now you must remember this was long before the 2010 World Cup and the 2010 F1 Championship schedules were released, so when a date of the 10th and 11th July was mentioned the date went into the diary without a thought, and plans for the event started to come together.

This event would bring together not only all makes of slotcars, but also include die-cast collectors, R/C cars, and anything that had a motor inside would be welcome. The NSCC would provide a track for all the guests to turn their hand at some 1/32 scale racing and this would also be the second round of the NSCC 2010 Scalextric Championship (after the poor showing of members at Donington, well I at least thought that was a poor showing, but more of that later). When I say the NSCC would provide a track I should have said Adrian Norman and Scalextric would provide the track,



Haynes World Famous "Red Room"

this time though it wasn't the fully landscaped masterpiece we had at Donington, as this would be at Silverstone at the British Grand Prix, whoops, mistake number one with the date, but we were allowed a free run in the Scalextric track warehouse were Paul Yates did a sterling job and picked up all the required parts to make the same track, but didn't get me any spare pitstops, next time Paul take a van.

A few months before the event and mistake number two with the date becomes evident, it's only the World Cup Final weekend, what if England make the final, it will be me, Shaun and Paul racing each other all weekend? Still what were the chances of England making the final, thank you Fabio, I didn't realise he was a slot racer, it all makes sense now. With this in mind, Shaun entered a NSCC team in the BRM Group C 1/24th Haynes 24hr 2010 race, yes you are right, that was easy for me to say. We could be there alone all weekend so the three of us might as well get some good racing in, and although an advert went onto Slotforum for some more team members none were forthcoming, then the month before the event an advert should have gone into the Journal, again requesting drivers, but this was the month after the very successful Donington event and with one thing and another the advert was lost, so it looked like it would be a very busy weekend for the three of us.

I was thankfully, off work on the Friday before the event, so had plenty of time to get the car organised for the 80-mile trip to Yeovil. The address was punched into the sat-nav, which told me it would take just over 2 hours, bloody thing 80 miles in 2 hours does it think I'm walking or what. The kids get in from school, and there's no time for "what did you do today" "don't know, can't remember" chat as ever day, it's get your things together were leaving for Somerset, as soon as your mum gets here. I don't often⇒

eagerly await the arrival of the wife but today I'm standing at the door checking my watch ever 30 seconds, and as soon as I see her car turn the corner, the kids are ushered into the car, the wife steps from her car into mine and we are away. The time is about 4:30pm and by my calculations we'll be there by 6pm, so a quick ring to Paul, who is as usual already there, and has started setting up. Little did I now that Shaun had set out at about the same time, but he had about another 100 miles to do more than us.

By 6:30pm we were still, according to the sat-nav, at least 30 minutes away, and driving through little country lanes that looked a bit like they hadn't seen a car in years, let alone the fastest route between Portsmouth and Yeovil. At 7pm we again ring Paul to say we are just on the outskirts of Yeovil and did he need a hand, luckily for us all, Paul had put the whole track together and tested it with all was working fine, so we decided to head straight for the hotel for the night.

Next morning we are up early and the sun is bright, I tap in the address for Haynes, or at least I tap in the town for Haynes, Sparkford. Now I had already checked that Haynes was only 15 minutes away from the hotel, and sure enough the sat-nav had confirmed this, so after a huge full English, we set off. Now mistake number three for the date becomes obvious as the traffic on the first roundabout is piled back as far as you can see, today is also the Yeovilton air show, which is massive, attracting over 40,000 visitors, but at least we don't have to join the queue as the sat-nav is sending us around the roundabout and heading in the opposite direction. Sure enough 15 minutes down the road the sat-nav tell us "you have reached your destination", "Oh no we haven't" I scream at the thing, and it just sits there oblivious to it's mistake. How was I supposed to know there was a Sparkford woods, 15 minutes from the hotel, but in the opposite direction to the Haynes Motor Museum? So I point out to the sat-nav it's mistake, and call the very polite young lady a few choice names, so she gets her own back by sending me down someone's garden path to get me to turn around, rejoining the main road at

such a angle I can't see if anything is coming or not, so I shut my eyes drop the clutch and pray. Thankfully all works out fine until the wife points out that there's a very good chance we need to join the queue of traffic we meet outside the hotel 20 minutes ago, and sure enough we get back to the hotel roundabout and the sat-nav tells us to join the queue of traffic, I'm sure I heard her laugh? The plan was to arrive 30 minutes before the doors opened, but as it happened we got there 30 minutes after, so we battled our way through the car park to join the other dozen cars already there and rushed to find Paul and Shaun, to help out with the early morning rush. But when we find the table, we only find Paul and Shaun there, no racers, no queue. Shaun soon cheers me up, as he tells me it had taken him 7 hours to drive down the night before. Nothing cheers me up more than finding out someone else has suffered more than me.

Shaun shows me the BRM car that he painted bright green, but was built especially by Francesco Seren himself for the NSCC team, which at this point still consists of the three of us, but a quick chat to Sean from Pendle Slot Racing and he puts Gary Cannell from MRE on the case, and he starts busily recruiting drivers from everywhere and at one point I'm



The cars before the 24 hour race begins





Parc Ferme for the Haynes classic cars

sure I see him accost a passer-by on the street outside the event, and once the team is sorted Gary then starts organising marshal and drive times. With a lot of effort our numbers are swelled and we have 3 drivers to race thought the night, with only either me, Shaun, or Paul marshalling on the first day, so at least 2 of us can cope with the hoards of racers we were going to get.

Over the 2 days we processed about 50 race cards, less than a third of what we had at Donington, especially when you consider we had two young guys, that kept coming back to try and beat each others race time, but in the end John Gooding from Lincolnshire won out with an unbelievable time of 27.85 seconds for five laps. Unfortunately for John he isn't a "Scalextric Racer" member so although he won the main prize for the weekend, the fastest "Scalextric Racer" was Harry Cullen from Hampshire with a time of 46.12 seconds, so well done Harry, Hornby will be in contact soon to arrange your prize. We also have a new leader in the NSCC Championship, although we only had four racing members try to beat the time set at Donington, with Ron Lane's time of 32.22, beating the previous best time by 0.06 seconds, and by the time you have read this, the last round will have taken place at Brooklands, so next month we will be able to announce the winner.

So back to the big boys racing, and over night we had heroically managed to hold on to our sixth place, ok there were only six teams



Haynes BRM 24h Race Track, we have had to obscure the "Stig's" face but he is the one in the orange top!

taken part, but it was still a good effort, and no reported problems with the car, I did my first stint of marshalling at 10am, and then straight into my first taste of the BRM 1/24 cars. Apart from coming off the same corner nearly ever lap, the car felt fine and I was very happy at the end of the hour to find I had completed 189 laps, until of course I read down the list, and everyone else had completed over 200, on my second stint a few hours later I did manage to break the 200 mark and I was happy. By this time it was time to hand the car to our very own tame racing driver. Some say he writes the Ninco News, some say he can race, all we know is he's called Peter "The Stig" Solari. Now when the "Stig" gets hold of the car for the first time, it had completed 20 of the 24 hours and is in fine shape still, although we did put some pressure on him as we only had 300 laps to catch up to the fifth place team, by the end of his second stint and the last of the 24 the car was unrecognisable. I was again marshalling a very gentle corner, when I see a headlight lens come hurtling down the track followed a few seconds later by the bright green monster of a car, now with full battle scars. If anyone would like to see what the "Stig" did to our car then visit the NSCC stand at your local event, as its now sits proudly in the Clubs collection, in the same vain as the Hilux that Top Gear tried to destroy. Congratulations go to Pinewood Raceway who by the end where 243 laps ahead of the →



1st Place went to Pinewood Raceway

second place team Pendle Slot Racing who were themselves 72 laps ahead of Molesey in third. You have a chance of winning a prize if you can tell me the total amount of laps completed by all six teams. The nearest to the total without going over will be the winner, and in case of there being a tie, how many laps of the NSCC championship track can Peter “The Stig” Solari complete in 5 minutes. All entries to go to the Editor by 27th August 2010.

There were also a lot of other things at this event, such as the BSCRA 1/32 Scale National Championships (for more details check out www.bscra.org.uk/nats/2010/index.htm) and the Haynes I.M.M Model Car Show Classic Race (again for more details check out Slotforum, and in the events section enter Haynes in the search box, to see the results and some great pictures of the cars that took part in this event). We also had the Swindon club Four Lane Black Top with not only a Drag strip which is always popular but they brought along with them a large AFX 1/64 layout, that was tucked away with the classic race. Apart from the slotcar events you could see diesel powered rail racing, which was a spectacle not to be missed, as when I read about rail racing I’ve always thought about cars moving around a track slowly, but these things where really shifting, up to 40mph I believe, enough anyway that when the first car went on and started to travel at speed I stood back in case it come flying off, but unlike our “Stig” these things are really on rails. We also had a display of tethered racing but I always seemed to miss the display, but I was told that these were even quicker then the rail racers. In



Francesco is presented with a book signed and donated by all the teams

addition was a R/C section with a small oval that various classes were racing on. Finally there were some really good bargains to buy as well, since a large marquee was present with some familiar faces behind the stalls, unfortunately because of the problems with the dates the stalls weren’t very busy at all, in fact there must have been more stall holders than punters for most of the weekend, which was a shame for the few that had supported the event.

At the end of the weekend everything was packed away ready for Brooklands, and I asked the organisers of Haynes how they had thought it had gone, and they were very pleased, since it had doubled their gate over a normal weekend and they are already talking about repeating it again next year, with a closer look at the dates.

Our thanks go to Paul and Shaun as always, to Tony Condon who took on the event after the date was set, Sean from Pendle Slot Racing for organising/sponsoring the 24hour race, Gary Cannell from MRE, without him we would have been lost as a team or should that be last? To Francesco Seren for supplying, building, and driving our BRM car, and to all the “NSCC” team drivers, as well as the drivers already mentioned, we had David Capelen, Allan Tadd, Mark Craggs, Clair Wain, and are very own Martin Kay (We drove like we collect them). Not to forget all the people that did turn up to support this event, many thanks. ■



A very busy month for Slot.It with the release of the exciting new TS01a Telemetry box and the TS02a track interface unit. The TS01a allows the user to Playback lap times in real time into the driver's earphones. It also allows users to save the lap times and sectors times independently from the controller used and also to save telemetry data when connected to a SCP-01 controller. The data can then be downloaded and reviewed by a special application, Telemetry Box PC Interface software that can be freely downloaded from www.slot.it and installed on your PC. The TS02a: Track Interface connects between the Telemetry Box and the track. Lap sensors and sector sensors present on the track are then connected via the Track Interface (DS Bridge, dead band, Wincrono ...). Each Track Interface is able to handle two lanes and for each one of these lanes there are two sensors (For example: a lap sensor and a sector sensor, or two sector sensors). Through the double switch, you can decide which will be the sensor at the end of the lap and which will be the sector one. An additional TS03a: Sector Time Expansion



TS02a Track Interface unit

Cable is sold separately and allows the user to manage more than one sector sensor for each lane, where you wish to increase the number of sector sensors managed on each lane.

Slot.It have also been busy with spare parts for all of us who may have the occasional miss-hap when racing them, in particular for the lovely Chaparral 2E we have a selection of spares with the CS16P Chaparral tear proof parts pack, CS16U Chaparral transparent parts pack (includes a number of grille covers) PA45 Chaparral wheel inserts and PT32 Chaparral Tyre pack.

The new car release this month is the SICA17a Porsche 962C KH. Officially⇒⇒



TS01a Telemetry box



CS16P Chaparral tear proof parts



CS16U Chaparral transparent parts

licensed by Porsche AG this is a new body shape of the Porsche 962C with the high tail. This car was developed from the successful IMSA series 962 which was built to comply with the American rules concerning the driver's feet being positioned behind the front axle line. IMSA's rule makers effectively wanted to outlaw the Porsche 956 but did not reckon with the determination of the Porsche engineers who quickly produced the 962 using the same 2,650 c.c. turbocharged engine in order to comply with these new rules. Following on from the 962 IMSA cars, the 962C was developed for the WSC series and the KH "High Tail" version



Striking Tic-Tac liveried Porsche 962C KH

then developed from the standard 962C. The car modelled by Slot.It is the #17 Tic-Tac sponsored Dauer Racing machine as it appeared at the 1989 WSC round at the Nurburgring in the hands of team patron Jochen Dauer and Will Hoy. While the car has one of the most attractive liveries in real life it was one of the least successful of the 962Cs. At Nurburgring the car qualified 18th some 6 seconds off the pace of the pole winning Sauber and then expired after 74 laps with engine maladies. In the whole 1989 season the Dauer Racing Porsche's best WSC result was a lowly 15th placed finish at Suzuka.

Again my thanks to UK Importers A.B. Gee



The 962C high tail alongside a high tail 956



Limited for providing the review car and it is another striking looking slot car with its white, gold and green Tic-Tac livery. The excellent tampon printing is as sharp and clear as with all current Slot.It cars with seven different colours being utilised on top of the base white colour. From the limited number of reference pictures of the real #17 car as it appeared at the Nurburgring the positioning for all the markings appear to be very accurate. Multi-core side pod radiator intake grilles, cockpit vent holes, side exhausts, lights, fuel fillers and V shaped wing supports combine to provide a great overall appearance with the normal Slot.It attention to detail I so appreciate. Cockpit is very accurate but very 80s Porsche with lots of electronic dials set against a predominantly black interior, the driver is based on Le patron himself with cream racing overalls, dark metallic helmet and blue safety harness. Again this body is an all new moulding and is as different from the earlier 956C KH as the two cars were in real life. I know a number of folks who weren't too sure about this car when it was announced but having seen it in the flesh have decided it's a must have for their slot racing stable as that livery is just oh-so pretty.

Chassis wise the car is identical to the standard tail version with standard inline motor set up, adjustable front axle height, and standard magnet setup. The chassis is fully compatible with side winder, boxer, and angle winder



The Cockpit and chassis layout of the new Porsche

layouts, racing magnet, suspension and DSS for the digital racers. Length is 146mm, height 32mm, wheelbase 84mm, track is 62mm and weight is just 72g. Included in the box are a set of softer rear racing tyres. Performance wise at Wolves the 962C KH straight from the box was fractionally quicker than the Jaguar I tested last month lapping in the 8.2 – 8.9 second bracket on the routed International track with no modifications other than glued tyres. I'm assuming this is probably down to the slightly shorter length and lower weight. This is another fine example of Slot.It attention to detail to produce a great looking car that is quick in standard form for average Joes like me and will undoubtedly be super rapid once the S.I.C. racers start applying their own choice of Slot It race hardware and set-up to it.

Finally this month an update on the Pendle Slot Racing / Slot.It Challenge UK with round four at the G.T. Raceway's Ninco track. While no magnets are allowed on the car, most racers set up their Slot It Boxer motors in order to gain as much magnetic effect as possible on this steel rail circuit. In the seniors local set up knowledge clearly helped as Essex's Graham Thorburn won the final from North Staff's Shaun Mitchell and Pendle's Jack Thorburn, with Nick Hirst, Simon Scott and Phil Field completing the top six. In the juniors the Wolves lads proved unstoppable again with reigning champion Lewis Gough edging out Andrew M'Bartle, and Lewis Anthony for a Wolves 1-2-3, with Ben Clements, Sam Cockerton and Bobby Flores rounding out the top six. With just Pendle and Wolverhampton rounds remaining the Seniors standings are as follows; Shaun Mitchell (North Staff's) 195, Simon Scott (Pinewood) 181, Lee Andrews (Slotmaniacs / Wolves) 180, Jack Thorburn (Pendle) 174, Phil Field (Hereford) 172 and Paul Charlton (Pinewood) 171. While in the juniors the standings are; Lewis Gough (Wolves) 79, Andrew M'Bartle (Wolves) 70, Sam Cockerton (Wolves) 68, Lewis Anthony (Wolves) 64, Bobby Flores (Tendring) 61, and Elliott Alcock (North Staff's) 52. The next round is at Pendle Raceway on 4th/5th September. Till next time keep on Slotting It. ■



CanAm Cars

By Peter Emery

The CanAm series or more correctly The Canadian-American Challenge Cup grew from an initial six race series in 1965 to become arguably the fastest, noisiest racing on the planet.

The cars were built to the Group 7 regulations which basically meant cover the wheels, keep the driver as safe as you can, fit the biggest motor you fancy and go like hell! This was as near to a set of rules that read 'there are no rules' as international motor racing has ever had in the modern era.

You want an 8.1 litre alloy block Chevy? That's ok. You want to add a turbocharger or two turbochargers? That's ok. Add a supercharger? Fine, no problem.

If you have not seen a late 60s or early 70s CanAm car in full cry get yourself along to one of the Classic Race meetings this summer, the sound is like a religious experience.

The Cup was to produce some great cars during the late 1960s up to 1974. The Lolas; T70, T212, T220, T260, the McLarens; M1B, M6, M8, M12, M20 the Chaparrals; 2, 2C, 2G, 2J, were all great cars, all very, very fast but for the most part this was the Bruce and Denny show played out in Papaya* orange until the tragic event of June 2nd 1970 when Bruce McLaren died testing a new CanAm car at the Goodwood circuit. By 1972 Peter Revson was the driver filling the breach alongside McLaren regular Denny Hulme. The orange McLarens showed everybody else how it was done and then, with the help of a company called Trojan, McLaren sold lots of replicas to fill out the field.

With some interference from Lola this is how CanAm remained until the Porsche boys got serious about winning and developed their wonderful 917 from being an endurance sports car par excellence into being a sprint race steamroller.

We slot racers have been fairly well catered for over the years with MG Vanquish, Maxi models, Fly, Racer and others adding CanAm cars to their product lines. And now Carrera has joined that list. The first releases are the 1972 McLaren M20 as raced by Denny Hulme and the 1973 Porsche 917/30 driven by Mark Donohue. And they were worth waiting for!

#5 McLaren M20, Denny Hulme #27328

The McLaren M20 was not, as many people thought an update on the M8 series. It was a completely new car with the radiators moved to the rear and the wheelbase lengthened. It had a distinct 'coke bottle' plan and benefitted from amongst other things a new wing running between the front wings to balance the huge barn door rear wing sat atop the equally large wing fences. The Carrera model shows off this Coke Bottle shape very clearly.

The Carrera model carries the correct livery for these later cars with 'Gulf' and 'Boyd Jeffries' sponsor logos quite prominent. In my personal view the car is too orange* but as it has Gulf sponsorship maybe the shade changed in the later CanAm years.

The detail level is fairly low but the Tampo is crisp and the paint excellent so overall little to complain about. =>





I had something of a surprise when I separated the body and chassis. The McLaren is fitted with the small, Mabuchi FF type motor. This is the first Carrera I have reviewed with this little power house. It is a shame then that Carrera have not used the small size to benefit interior detail.

*More yellow than Orange the actual colour of the McLarens was and is the subject of some debate. The colour has been referred to as 'papaya', 'Gulf' and even 'Rylands Traffic Yellow'. Go to the Autosport Magazine forums for an in depth discussion on the correct shade.

Porsche 917/30

The Porsche 917 was originally conceived as a weapon to win Le Mans by exploiting a loophole that said if fifty units were built it allowed the car to be considered a production car rather than a prototype so a 5 litre engine could be used rather than the prototypes 3 litre.

The 917 built a helluva reputation as; (A) very fast and (B) terrifying to drive. It never stopped being fast, it just got faster but the handling was by and large tamed. The result was a superbly effective tool. When Porsche decided the point had been proved at Le Mans, Sebring and Daytona so with the regulations outlawing the car for 1972 the next challenge had to be the Canadian America Cup.

Porsche had made a toe in the water exercise in 1969 with the 917PA. Porsche returned in 1971, building the 917 Spyder. For the 1972 season Porsche arrived with the purpose built 5 litre 917/10 with a twin turbocharged 12



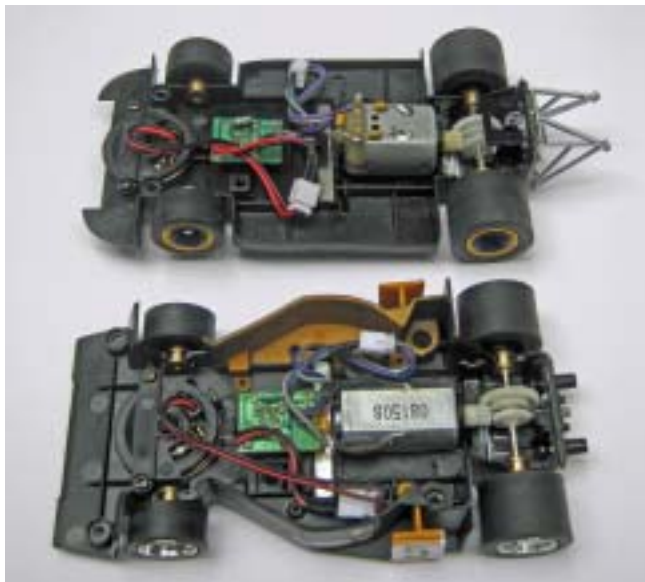
cylinder engine producing in excess of 1000 BHP with the turbo boost turned up, some beast! With Mark Donohue fully recovered Porsche produced the 917/30 for the 1973 season. The engine had grown to 5.4 litre and the power to 1,500 BHP, 1,100 BHP installed in the car. Donohue duly won the 1973 CanAm championship. Private teams could buy a 917/30 for the small sum of 450,000 Deutschemarks.

With CanAm rules containing the Turbo cars from 1974 onwards the Porsche interest in CanAm waned and with it the popularity of the CanAm series. The 917/30 had one more trick left – in 1975 it set a world close course record at Talledega USA with a shocking AVERAGE speed of 221.11 MPH

The Carrera car runs the normal Mabuchi 'S' type motor and again squanders the interior space of this big car. Like the McLaren it has individual front wheel axles running in proper brass bearings and even bigger rear tyres.

Paint and tampo are first class and the car is great fun to drive even with the magnets in place (Crikey Emery, is this a first – actually liking a car with magnets still installed).





Both cars

These cars have the usual, large, display box with a mirror at the back and an angled display. The boxes are stackable. A compartment at the rear of the case has spare mirrors, pick-up braids and the smaller guide for use on other manufacturers track systems. Other slot car companies please note!

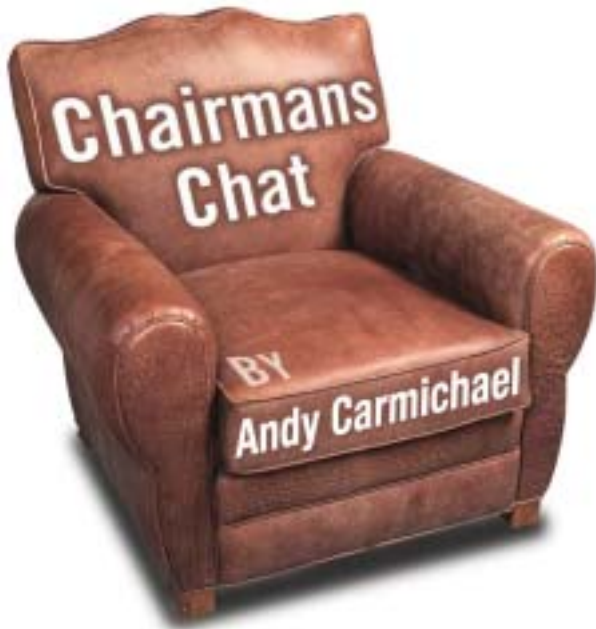
Both cars have the usual polarity switch to allow the cars to run in the opposite direction on your track and very neat plug and socket arrangements for the internal wiring harness.

The surprise with this pair of Carrera models is that with slightly better packaging these cars could have had a full cockpit detail. An opportunity missed you would have to say.

The handling of both cars is such that despite the HUGE rear tyres and multiple magnets these cars powerslide in a very enjoyable manner. On my small circuit I could find no benefit to either motor type, the cars are well matched. Both cars are easily upgradeable to Digital operation.

Conclusion

With the continuing affordable prices my small criticisms can largely be ignored. As other mainstream slot cars head towards the £50/€60 mark the Carrera range, and especially the models reviewed here, are terrific value for money, robust, well made slot cars. Buy them, race them, and tune them you can't lose. Highly Recommended! ■



Is it really August? Must be a sign of my age that I have suddenly realised that we are well into summer and there's me still thinking its spring. So much has happened over the last few months, Donington (what a fabulous event, thank you Mark, Julie, Roger and Steve), Haynes and by the time the Journal hits your letter boxes Brooklands. This really has been a special year for large commercial events and I really hope you have all supported them, without the involvement of you 'the collectors and racers' such expensive and complex events are not viable. It really is matter of support them or lose them.

Now onto Club matters, there have been two Committee meetings and as promised here is a resume of what happened in both.

Saturday 8th May 2010

This meeting was scheduled predominately to ensure the Clubs planning and organisation for Donington was in place, however other important issues were also discussed.

1. A considerable amount of time was taken up in reviewing the circumstances and information around the November 2009 meeting which led to the loss of three Committee members. As a consequence several clarification statements appeared in the following Journal. I would again reiterate that some very popular people left who had worked hard for the Club, and I personally thank them

here for their time and efforts.

2. Various issues around the forth coming Donington event were discussed, such as prizes for the 30th Anniversary Dinner raffle, structure of quiz and various other last minute clarifications. It is notable that the Committee overall did not feel well prepared for the event and this issue will be developed later in my scribbling.

3. The Club still has a number of previous Limited Edition models available to new members who join. It was decided that the few remaining Renault Mégane's would now not be sold but used for Club Promotion purposes such as prizes/awards etc. The Club will still offer the Skoda and Lotus Eliges, it was agreed that some membership packages would again be offered for sale on eBay as a way of promoting the Club. This brings me to an interesting point which is totally out of context with the meeting, recently on eBay a Spanish Seller sold a Lotus Elige for some £120 when the car is available with membership for about half this price!

4. It was agreed that the Draft Constitution will be given to a lawyer in order to check its legality and ensure it offers protection for the Club and its members. Since this meeting a long standing member suggested that we should write a clause into the Constitution whereby should the Club cease to operate all funds will go to charity. I have since found out the Farmers Union operate within a similar clause in order to reduce the risk of commercial take over which would lead business away from the organisations original aims. This suggestion has received very favourable comments from members and is cited here for your opinion.

5. Arrangements and details for the NSCC Hornby Weekend were discussed (This is now set as the weekend of 26 to 28th November 2010 and should be advertised elsewhere in this Journal).

6. Agreement was made on advertising the 30th Jaguar Anniversary Car and offering a discount for ordering early, this was advertised last month but a reminder order now and you get it for £39.50p rather than £42 (plus postage).

7. It was suggested that the Club should publish a review so members can be reassured of the Clubs Finances etc. (This month the Clubs accounts are published, and the Committee offers apologies here for the late publishing of accounts as this should have been produced in late 2009).

8. The Editor raised concerns over the serviceability of the Editorial Computer Equipment, although still working it has some significant faults and problems and may require replacement in the near future. A decision was deferred upon purchase of new equipment whilst suitability of some other equipment which would have minimal cost impact was assessed.

9. A review of the Clubs recently launched Facebook profile showed it was growing well, so you can now see us on FB!!! Looks like my luddite days are numbered.

Shortly before the Donington event the Clubs Promotions Officer gave notice to me that he wished to resign from the Committee although very much wished to remain in involved with the Club and its work. Paul Atkins has been a stalwart for the Club and someone I have enjoyed working with, it is reluctance that I see him leave the Committee. Paul's departure leaves a vacancy on the Committee for a Promotions Officer and this subject was placed on the agenda for the next meeting (see item below).

Saturday 17th July 2010

Unfortunately I was unable to attend this meeting and tendered my apologies, I did circulate to the rest of the Committee several issues for discussion.

1. It was reported that we had obtained our first members as a result of contact through Facebook. I would encourage you all to let us know what's going on in the slot world through our Facebook and Twitter pages and help raise the profile of the Club.

2. The meeting discussed that the Club had once again been subject to some criticism on a thread started on Slotforum titled 'The NSCC – An Open Discussion', however as the thread continued some 75% of postings were in

support of the NSCC and several people were directed towards the Clubs Website to join. The meeting was told that the Editor had spoken personally to Scott Brownlee the moderator involved in the posting and a past NSCC member. Chairman's note, if you have some thoughts on how we can promote club please let us know, I truly want to hear good ideas and proposals, to adjust a famous quote 'Don't moan bring us solutions' (Mrs. Chair has suggested shooting Chair!!!! Please ignore not a positive idea!).

3. Discussion around planning around NSCC 2010 Weekend including changing format and how we should include slot widows and orphans (Sorry partners and children).

4. Delivery of the 30th Anniversary Jaguar is anticipated to be before Milton Keynes Swapmeet and discussions took place upon final touches to product, the possibility of having to pay for short term secure storage (around £70 per month) and arrangements around delivery.

5. A debrief of the excellent Donington event took place which expanded into discussion upon what events the Club should stand at and how it can increase advertising/cost effectiveness. Despite the generous 'subsidy' that the Organisers gave the Club, it ran a significant loss for the event. In an effort to increase Club profile a website/e-mail NSCC Banner has been developed and should be appearing for use soon. (Please feel free to add it to your emails to other slotties).

6. The Clubs involvement in Brooklands and planning were discussed. (Promises to be a great event, I hope to see you there).

9. The Promotions Officer Post is now vacant and several members have expressed interest in being considered. Recent events have suggested that this can be a difficult job for an individual to do especially when large events are looming, the Committee is considering setting up a promotions team, with a member on and reporting to the Committee supported by two or three active deputies (Don't worry No Badges, shields, spurs or cowboy hats, unless that's your thing). Please see my appeal below around this post!

⇒→



10. Expenses of Committee and other Members supporting the Club is showing people are not claiming and going out of their way to avoid extra costs, for example sleeping in a tent rather than taking a room! The conclusion was that the Club should be paying reasonable expenses especially ordinary members who are incurring costs on Club business, for example collecting items from Hornby etc. generally claims from current Committee are similar to previous groups.

11. The Club is still awaiting a response from the lawyer on the Constitution.

12. The subject of the Editor and Secretary Honorariums was raised by an e mail to the Committee, the suggestion being to raise this to £500 per year in line with inflation for each of these two posts. This subject was deferred for discussion when the whole Committee would be present.

13. The Accounts published this month will be interim, and in December this year the Committee will publish the Annual Review.

14. You will be pleased to know the Editor's Computer is repaired and working okay (hence why your reading this!) so further expenditure in this area is currently unnecessary.

15. A discussion ensued around Journal Contributions and should non Club members contribute, it was agreed that any Scalextric/ Slot car events should get mentioned in Journal, Twitter and our facebook page as the Club is here to promote all things slot.

At both meetings other issues were discussed including member discipline and proposed future plans and projects, but these would be inappropriate to discuss publicly.

Promotions Team – Your Club Needs You?

As already hinted at in the resume of the two meetings, the Committee is considering creating a team for this role. We (the Royal we as in the Committee and I) would like to hear from people who preferably have Promotional skills and experience to be considered for these posts and feel it is best to offer this openly to all Club Members. If you wish to be considered then

please let one of the Committee know and explain what you feel you can give to the posts, the Committee will then discuss applicants and then select candidates on a trail basis of perhaps 12 months. The objective is to get the best candidates for the Club.

A final note, there still seems to be a problem with my NSCC e mail address, if you wish to contact me via e-mail then please do so.

That's all for this month folks and the longest Chairman's chat I have done yet (oy! you in the corner wake up now!). ■

Firstly, thank you to everyone who got involved to make this – the 1st National Slot Drag Racing event ever to be held in the UK – a success.

Particular thanks go to Steve Dudley for his help and assistance getting this show on the road. Also to the sponsors, including:

- Chas Keeling of SCD for his generosity in supplying some very nice prizes for the winners, including a Parma RTR Slot Drag car.
- Paintbox for the absolutely stunning Bowling Pin, pinstriped by none other than Neil Melliard (look him up to see some of the work he's produced!).
- Bracket 500 for some kits and decals.
- Haynes Motor Museum for some Scalextric and other motor sport related goodies.

On to the racing and for this inaugural event, whilst the advertising had been limited to mainly the NSCC via their Newsletter, plus Slotforum, I was a little disappointed at the number of entries. However, I think that it is fair to say that those that did take the time to prepare cars for the event thoroughly enjoyed themselves and throughout the weekend everyone maintained a very sporting and supportive attitude to each other – which is more than can be said for one or two individuals on the BSCRA track next to us, judging by some of the shouting!

The drag Strip being used was the FLBT Carrera based track, with a 1/24th scale 1,000' length, or give or take a few inches, a 1/32nd scale ¼ Mile. Setup on Friday afternoon went fairly smoothly, with Haynes event organisers doing everything they could to accommodate the many slot car tracks and displays on show. So thanks must go to Tony Condon and Marcus. By the time Steve Dudley and the Essex contingent arrived around teatime, the strip was up and running, but was a little down on power.

However they fiddled with various cables and by Saturday morning it was performing pretty close to its peak.

Class 1: 1/24th Open Bracket

As the class suggests, open to any 1/24th scale car configuration, but the sting in the tail was always going to be the 'Bracket' element and what Index times the competitors dialled-in for the Eliminator. Although just consisting of a six car field, with each heat consisting the best of three runs it provided some real entertainment.

Round 1

I was first out with my US built 16D rail, against Mike Tolley with his VW Camper and I managed to beat Mike, but only after a quicker Reaction Time (RT) in the second heat when we finished with exactly the same Elapsed Time (ET) of 1.795. With both Steve D and Matt D getting bye runs it was left for another father and son of Paul and Ryan Avis to conclude the running order with son Ryan taking the win 2-0.

Onto the semifinals and Steve D and I ran against each other for what seemed to be many times that day, with on this occasion me taking the win, but only after Steve Broke Out on his



Just a selection of some of the cars used





This goes quicker because it's red!

second run, which left him cautious into his final attempt, losing out with a 1.768 versus my 1.727. Matt D was clearly on form for this event, but was no match for Ryan Avis on this occasion and lost 0-2 in the other semi.

The final was a close run affair, but Ryan (Index 1.650) was sharp and ran through to win 2-0 with a 1.664 versus my 1.706 (Index 1.680), then a 1.690 to my 1.695. Third place went to Steve D after a single pass win against his son Matt (and didn't he rub it in!).

Round 2

Run in the afternoon and with the cars having had a few demo runs throughout the day, plus the track warming under the start lights, some of the times started to tumble and there were a few more break-outs from set Index Times, many of which individuals had chosen to keep from their morning runs.

Mike Tolley's form improved a bit, but still succumbed to a defeat after 3 runs against Steve D. Matt D was next up against Ryan Avis and broke-out in both his runs, as did Ryan in his second run, but to a lesser degree, giving him the passport to the semifinal. With Paul Avis and me getting a bye run it was straight into the semi finals and with Steve D up against Ryan's quick car he was forced into a Red-Light on his first run. Ryan then broke-out on his second run, even though he'd declared a faster Index for Round 2. So 1-1 into the third run and Ryan blew away Steve with a stunning pass that forced Ryan to slow towards the finish line so as not to break-out again, but still ensuring he stayed ahead of Steve to take the win by a few thousandths.



Mike Tolley's VW flat bed Concours winner

I absolutely blew my semi against Paul Avis, with my car running considerably faster than the morning, I broke-out twice, leaving father and son – Paul and Ryan – to battle it out in the final. Both Ryan and Paul broke-out on their first run, but Ryan took the win by default, following it up with a measured pass to take the overall win in this class. Steve D won the third place runoff against me.

Class 2: 1/24th Parma Stock

Run as close as possible to the ESDU rules, this again consisted of a six car field running heads-up.

Round 1

Steve D and I met again and I knew my car hadn't been running competitively enough that morning and sure enough I was out 0-2. With Ryan and Paul Avis drawing bye runs this time it was down to Mike Tolley and Matt D to decide the final place in the semi. Matt's Golf was running well and took the win convincingly 2-0. So fathers against sons in the semis and the Dudley duo won through, though Ryan was on Steve heels all the way.

In the final Steve forced Matt to Red-Light on his first pass, but there was no question who had the faster car in the next two runs, as Matt took the honours with a 1.640 and 1.650, versus Steve's respective 1.744 and 1.789. Third place went to Ryan Avis, beating his dad Paul into fourth.

Round 2

Again, many of the times came down in the afternoon session, but it was Ryan Avis and Matt



Ready, set and go!

Dudley who worked their ways through to the final with times broadly 1/5th second quicker throughout than in the morning, with Matt taking the win 2-0 with a 1.472 and 1.486, versus Ryan's respective 1.738 and 1.551. I managed a third place in my runoff against Paul Avis.

Class 3: 1/32nd Open Bracket

As for the 1/24th Open Bracket, this was a class aimed to attract effectively anybody with anything to race, so as they could experience the thrill of drag racing. It attracted a stronger entry than the 1/24th scale classes and brought smiles to most peoples' faces with the close racing that resulted.

Round 1

Nick Baldwin pitched up with his hot effort, dialling-in the fastest Index of everyone with 1.450s. He safely stayed within his time to eventually take 3rd place in this Round. Matt D was also on fire with his car, setting an Index of 1.500 and marched on to be the first finalist. Iain, with son James Mackay both battled through to meet in the semifinals, but son James proved too sharp for his dad with some electric Reaction times and proceeded to the final.

The pressure was on for the final and Matt forced James to break-out on his first run with a 1.564 versus his Index of 1.594! Whether James was overcautious in his second run I'm not certain, but Matt nailed the win with a holeshot from the start and a time of 1.590 (Index 1.500) versus James' 1.677.



Concours trophy pin and class certificates

Round 2

The afternoon round attracted even more competitors than the morning and made for a much healthier eliminator.

James Mackay, the losing finalist from the morning was first up against Sam Farrell who left mouths wide open with his dad's creation which was running regular 1.100-1.200s runs! However experience showed, with Sam unfortunately Red-Lighting on his first run, then losing out with a slower RT on his second run, giving the first semi final place to James.

Steve and Matt D were at it again in the next race, with Matt Red-Lighting on his first pass, then losing out in the second leg. Meanwhile Paul Avis was running against Iain Mackay, but broke-out on both occasions to hand Iain the win. Nick Baldwin couldn't repeat his morning performance either and lost out to Ryan Avis.

So with both Mackays in the semi finals the pressure was on. Son James ran against Steve D and save James' second pass when he red-lit, he managed to break-out in both of his other runs. However, Steve D managed to break-out in ALL THREE of his runs and by worse margins than James, giving James the path to the final. Meanwhile, Iain Mackay must have seen how sharp his semifinal opponent Ryan Avis was and proceeded to red-light in both of his passes, giving the win to Ryan. Steve D ran against Iain Mackay for third place, with Steve coming out on top.

The final was a pleasure to experience, with two great young lads head-to-head for the spoils. It was James though who won through with two electric starts and on his second pass, crossed line just 0.028s within his Index time of 1.560s. Terrific racing!!!

⇒





James Mackay 1:32 Open Bracket Winner

2010 Summer Nationals Champions

So to the overall winners after two rounds of each class. It finished as follows:

1/24th Open Bracket:

- 1st Place: Ryan Avis (200 points)
- 2nd Place: Steve Dudley (70 points)
- 3rd Place: Paul Avis (55 points)

1/24th Parma Stock:

- 1st Place: Matt Dudley (200 points)
- 2nd Place: Ryan Avis (90 points)
- 3rd Place: Steve Dudley (55 points)

1/32nd Open Bracket:

- 1st Place: James Mackay (155 points)
- 2nd Place: Matt Dudley (100 points)
- 3rd Place: Ryan Avis (55 points)

Concours Trophy

This trophy, which as I said before, is an absolutely stunning work of art by Neil Melliard and very kindly donated by The Paintbox, was for the best turned out competing car on the day. There were some very nicely turned out models and in some ways it would have been nice to have also included the other cars in the



Matt Dudley 1:24 Parma bracket winner



Ryan Avis 1:24 Open bracket winner

competitors racing stables that were not racing on this occasion, but I am not sure that the result would have been any different, as Mike Tolley's increasingly famous VW flat-bed deservedly won through to take the prize trophy. Mike has produced some exquisite finishes on his various cars and these should act as an inspiration to model car builders everywhere, well done Mike.



Mike Tolley Concours trophy winner

And so to the end of a fantastic day's racing, with just about everyone leaving with a smile on their face, regardless of whether they had won or not, plus doubtless the promise of a few beers that evening (well for the adults anyway).

Steve Dudley and I hope to see you at the Brooklands Slot Racing Festival, with the Pendle Drag Strip. ■



Corvette Grand Sport - 124 Digital By Colin Spark

Welcome back to my twin Digital 124 review. Following on from the GT40 of last month we have the beautiful Corvette Grand Sport. Now I am a big Yank muscle car fan and love all the Pro Sports Car racing era. Big engines, big cars, big, bold ideas (usually from Jim Hall) and big, big noise. Unfortunately I was only 8 years old at the time, so it's an era that I don't actually remember, but have grown to love through my slot car interests.

I thought, for a change, I'd start off sensibly and do a bit of research to give some background to yet another version of this car. Yes, Revell have already done it in 1/32 and I have an Accurate Miniatures model kit in 1/24 that I was going to convert into a slot car. No need now, thanks to Carrera. I would never have built it as good as this one.

A Little Bit of History

This model depicts the car as raced at the Sebring 12hr in 1965. Drivers were George Wintersteen, Peter Goetz and Milton Diehl. It started 10th on the grid and finished 14th overall and second in the Prototype GT Class for cars over 4,000cc. This race was famous for its 90 minute deluge that started at around the 7hr mark. By 5.25pm (7 ½ hours into the race) 5 inches of rain fell in the next half hour, flooding the circuit. The lead Chaparral, driven by Jim Hall and Hap Sharp, sat in the pits for 15 minutes at 7hr 50 minutes into the race, to let the floods subside. Bearing in mind the daytime temperature at the start of the race was 90 degrees, it must have been one hell of a storm!

The Corvette was averaging 17 laps an hour until the storm, when it went down to 10 laps an hour, while the Chaparral was averaging 19 laps. The Corvette finished 21 laps behind Hap Sharps winning car and was beaten by 3 Cobras in 4th, 7th and 13th. It was the Cobras that the

Corvette had been built to beat, which it did manage repeatedly during its 3 year lifespan, but not on March 27th 1965.

For an idea of the rain soaked race, look on You Tube at "1965 12 Hours of Sebring Highlights". The first thing you notice at the start, is the #1 Corvette powering off the start line in 21st grid position and flying past everyone, including the two Chaparrals, and into the lead. Amazing power!



Here's the real car on that day and the 4th placed Schlessler/Bondurant Cobra in the "deluge"

Carrera Time

I hope you've got over the shock of me being all knowledgeable and editorial. Not my usual style I know, but hey, I like to look intelligent⇒





It's so handsome it doesn't need a mirror, but its got one anyway

occasionally. I admit, I was a bit harsh on Carrera last month but I tend to speak as I find, after all this is a review not an advert.

You may recall the troubles Peter Solari and I had in getting these up to date digital beauties to actually work. Well, I can reveal that the problem is solved. I re-opened the Digital 124 bible, supplied with the cars, and went straight to the last section entitled "Car programming from DIGITAL 124 to Exclusiv (analogue)".

"Place car on the Exclusiv track and push speed controller's tappet three times (thumb)". Who writes this stuff?

So back to the track, remove the now defunct Pro-X start section and controllers and put it all away in the box with the only two Pro-X cars I have. Refit the original Exclusiv start straight and standard controllers and put the Corvette on the track. It's huge! The stance of the car is just perfect and it has attitude by the bucket load. I love it already. ok, here goes, thumb tappet thingey push. One, two, three.....nothing. Hmmm, push, four, *bloody hell where did that car go?!?! Excellent – we have liftoff, literally!*

After several minutes of punching the air and shouts of "yes, yes" (I'm sure my wife worries what I get up to in that room) I grabbed last months' disaster GT40 and zippa-dee-doo-dah, it works.

Upside, Inside and Underside

As you can see from the pictures, the quality of detailing is unquestionable. For example, the



Detailing is superb

door handles have the push button moulded in, the filler cap looks like it would unscrew, the rear lights work and the clocks, I can't believe what I'm seeing, the clocks are perfect. They have all the white numbers and bars and what looks like "Smiths" in the middle.

The tampon printing is faultless, although according to the "Accurate Miniatures" box the decals aren't quite correct. You're right, that's picky. There's a spare mirror in the bits box at the back of the crystal case, along with a set of braids, magnet spacers and a different guide for use on other types of track with a shallower slot. Everything is covered.

Even more good news. The driver. Yes he still has black dot syndrome, but this time it's been reduced and he is almost believable. In fact I can actually look at the driver and think he is quite realistic in facial form, although it looks like he has his best Sunday shoes on his hands!



No Noddy this time!



Underneath is neat and tidy

Underneath the car everything is extremely neat and tidy. The sidewinder gear is cleverly tucked away so it can only be seen when the car is upside down. The usual two removable magnets are there, ready to be plucked out by the twist of a couple of screws and the swing arm sits very accurately in its own bay. I remember when the “new” swing arm chassis came out a couple of years ago on the Corvette C5R and it was next to useless. I took a C5R to the Medway club track and it just went straight on at every bend, as did everyone else’s. I’ve not yet met anyone who had any success with them. Obviously it was a design fault as this new “new” swing arm is different in design and works extremely well.

Journal Power

Within 24 hours of last month’s Journal landing on my mat, Peter Solari was on the phone. My offer of pizza, beer and slot cars, Round 2, was too much to pass by. Then, 24 hours after that my other long term slot racing buddy, Bob Rackham, was on the phone cleverly bringing the conversation around to slot cars. Actually that’s not true, it was the pizza and beer and then the slot cars. So, there’s absolute proof that if you do write something in the Journal, it gets read.

So, here we are then. Three grown men, two stunning 1/24 (well one not quite so stunning) Carrera cars and some Exclusiv track. Plus beer and pizza, of course! Now as you probably know, I’m not one for endless lists of lap times



View from a Cobra?

because, as far as I’m concerned, the car is as good as you are at the time of racing. I read of people making an adjustment which improved the lap time by 100th of a second. Er, hello, fun, toys, anorak? Check.

Let’s just assume that all three of us are⇒ equal in our abilities to control a slot car. We are never all going to do the same time on every lap, consistently. What’s more, my 17 year old son (he of the Playstation 4 thumbs fantastic hand eye co-ordination world) who never plays with slot cars could come along and beat us all. Get my point? So no lap times.

Grand Finale

Fun. That’s what it’s all about and did we have some? You bet!

As it turned out, Bob arrived with his Digital 124 GT40, so now we had 3 cars. We immediately converted Bobs’ car to Exclusiv use, as we are now experts at this, and started off with the two review cars. The GT40, as you would expect, is going to be quicker due to it being low, flat and wide. However, the Corvette was actually the smoothest of all three cars and after a bit of practice you could achieve some lovely drifts out of the bends. I wish I was better at digital photography because this looked *really cool*. So much so, you could almost hear the big V8 putting the power down as it straightened up.

Power off the line was awesome (excuse my use of the American junk words, it just seems correct at this point) and the blazing red rear





What a lovely car

lights just added more realism. Oddly enough, the Corvette performed better on the tight inside bends where you would think the tall, narrow car would high side. Not once, actually, and the drifts were superb. On the outside bends it tended to drift so wide that the car then came off the track. I would say that if the track borders were fitted, then this problem would be solved.

In contrast, the GT40 was stuck to the track and consequently when you overcooked it, you were off. No drift, no warning, just goodbye!

Bob decided to remove the magnets from his GT40 and we agreed this made it much more driveable. However, the review GT40 started on the opposite side of the track and easily caught up in under a lap. That's magnets for you, no skill involved. We sanded the tyres on Bobs' car and this improved things and had we had time to fit the new Ortmanns for the GT40, I'm sure that would improve things further. (See it's not only your curling tongs that come with a free plug!).

So, there you have it. The GT40 wins on sheer track ability, due to its 1/1 design, but we all agreed that the Corvette was the better model.

Thanks again to The Hobby Co., for giving me the opportunity to review these cars and to Jeremy for letting me loose in the Journal again.

Thanks also to Pete for the doughnuts, Bob for supplying the third car and for their valuable input in reviewing this car. ■

email: ebaywatch@nsc.co.uk

It seems the football World Cup and school holidays has slowed down bidding activity in general again this month, but it could be because money is being saved for the big Brooklands Slot Event (next week at time of writing) or perhaps may be being channelled into purchases from a rather large Scalextric collection that two leading dealers have purchased recently. A free listing weekend in the UK on the 24th and 25th July for private sellers boosted listing numbers to over the 12,000 level again at month end but perhaps left too many listings finishing on the following Sunday (2,300 approximately for those who like their stats) to get good sale prices in my opinion so again I have included some bargain prices(?) this month in my round up.

Mini car, mini prices?

Having already mentioned above about a well known collection which included over a 100 Minis in all forms hitting the slot market I was somewhat surprised then this month to see a couple of mini collectors off loading some of their collections at the same time on eBay. This is my take on why some of the prices were lower and in some cases a lot lower as several cars of the same livery have appeared in a very short time from the same seller. (I know the seller has bought more than one example in the past so I do not believe it is just a relisting). As always there are some sales that must have bought a smile to the sellers face though, but I will let you decide that. Fetching “top dollar” as usual is the Scalextric dealer Mini where a couple of months ago I reported prices touching £400 if I remember correct, but this month only £132 and £142 was needed to secure these LE cars at the end of the month whereas £206 was the price earlier in month. A pair of the very nice looking Scalextric After Eight Minis made £170 on Wednesday

morning and the same seller promptly listed another pair at time of writing. However a number 9 described as “After Eight Mini” only (190422341532) attracted bidding of only £43.12 earlier at 7.00am that same Wednesday morning so is the number 8 green car the more desirable I wonder? Strange though for a new eBayer to buy that as their first car though perhaps and then sell a pair of the Blue and Black BMW ex set cars to the seller of the After Eight Mini pack? Moving onto Ninco rarities and red and green LE Bifi models (190419527088 and 190419518907) made £71 each on Friday night and a red Bimbo (yes that is the name on the roof) made £68 from the same seller. However a green one on Spanish eBay at €90 failed to attract any bids as did a set with a pair of cars listed at €425. Moving back to Scalextric Minis then and there have been three listed that I spotted going around the £50 mark though why a new eBayer would buy one and then sell one within a few days is a little strange. Staying around the £50 mark were the NSCC, ModelZone, silver Hamleys and 40th Anniversary red versions and a pair of new number 4 and 5 Hamleys examples made a surprising £92. Number 4 from different seller earlier made only £17.49 in comparison. Set wise a rare sealed BMW dealer set went for £87 plus £15 p&p on Saturday night. (260641524572) A C099 Chrome Mini with what looked like a genuine label on the black box made £83.11 on Monday night. (320557772388)

Read the description

Photos in listings themselves can be misleading if they have been poorly taken with the flash giving the item a different colour or perhaps taken from an angle to hide some missing bits but my tip for this month though seemingly pretty obvious is to always to read the ⇒⇒

description carefully as well before bidding, and not just rely on the photo in the listing. For digital fans particularly, Scalextric Easy Fit Digital Plug C8515 Brand New 4 DPR at £43 with free p&p may have seemed a reasonable price to bid. For four chips maybe, but in fact if you read the listing small print carefully it was actually for only one chip. It was for DPR! One buyer was not too happy with a Saturday night auction purchase (170506981611) having paid that amount judging by the feedback left, and several other buyers paid two or three times the going rate this month for chips that are in plentiful supply again. Indeed a quick search shows currently they are selling around the £10 mark though they could be snapped up with free p&p for £8.95. Continuing the Mini theme from above there is a listing currently showing six different coloured Scalextric 40th anniversary mini's in the picture (190425552698) but you are only bidding on the lighter green one it states in the description. I hope you were not caught out if you bid on that auction!

Generally bargain wise it has been a case of keep your eyes peeled and bidding at the right time amongst all the run of the mill items floating around. You could have picked up a pair of LE Donington Ninco Porsches for £80 instead of the more widely fetched £120 plus as well as a lovely Pioneer Mustang in any released colour for less than £30 including p&p with some patience. On the subject of Pioneer, and one that attracted some discussion about Pioneer collecting on Slotforum, was a Green Bullitt special in the notchback form this month rather than the issued fastback form from the film. 1 of 10 with code J151209 it attracted a winning bid of £182 on Sunday night (400136806669) Perhaps buyers missed that as it does look similar to the fastback, but one buyer was happy to pay £60 for the regular fastback model during the month. This month saw a silver Bullitt price of £164.60 on UK or £231 approx. on Australian eBay. Perhaps the cheapest way to get a pair of Pioneer cars for racing is the new twin packs that have been going for around the £50 mark, initially in the UK.

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day.

SCX Digital complete race track 7.5m x 2m MASSIVE! £840 (Pick-up only not surprisingly and with 26 cars on Sunday night 260632895123)

SCALEXTRIC MUSTANG BOSS 302 RANGE PRESENTATION 2003 £261.56 (Tuesday night)

SCALEXTRIC C79 FE OFFENHAUSER - YELLOW - 1/32 \$359.67 (Australian car on US eBay from New Zealand seller on Monday night BST 250665543280)

RARE OLD SCALEXTRIC TRIANG GRANDE BRIDGE BOXED MINT £197.87 (Sunday night 220635677926)

RENAULT ALPINE A110 "POLY" SCX RARE LTD ED 1:32 NEW £24.88 (Poly shop exclusive model ref 6352 on Monday night 320554768932)

Rare Scalextric Porsche 911 GT3R Schmidbauer MB C2629 £343.33 (German limited edition 1 of 40 made on Sunday night. Plain white car with some extra tampo printing. 300441411426)

DALLARA INDY CAR RED BULL #52 C2394 SCALEXTRIC £62.20 (Sunday night)

FERRARI 330 P4 - Boxed - C3028 £10 (Used

Scalextric car on BIN on Sunday night. Listing lasted 18 minutes!)

SCALEXTRIC SET MASSIVE COLLECTION WITH OVER 300 CARS £963.21 (Sunday night. Mainly 80s and 90s car in various states of completeness 400139130033)

SCALEXTRIC MINI BLANCO DE EXIN,LEER DESCRIPCION €98.50 (C45 white model with black roof on Spanish eBay Tuesday night 200495460175 other examples made 66 and 78 Euros and £74 on English eBay)

Fly C53 Porsche 917K #23 Winner Le Mans 1970 £110 (Red/white car sold to best offer)

SCALEXTRIC C96 AUTO UNION YELLOW BOXED £600 (Lovely example, one bidder only on Sunday World Cup afternoon.)

SCALEXTRIC COOPER C88 VERY GOOD CONDITION £179 (Tuesday night –

Hamleys blue swivel guide example)

BRAND NEW SCALEXTRIC c2911 NIXON MINI COOPER BARGAIN £14.05 (Saturday night)

Scalextric C130 TR7 Silver Chrome Special 1st prize £15.99 (Sunday afternoon)

LOTUS CORTINA 33 OF 350 LTD ED BILL BRADLEY £34.33 (Blue MRRC car on Saturday night 280533738034)

RARE SCALEXTRIC PORSCHE 911 GT3R Schmidbauer MB C2629 £322 (World Cup night. What a result!)

Scalextric Nissan Skyline 'Calsonic' C2638 1 of only 2! £21.01 (Engineering sign off model on Sunday night 270612196353)

SCALEXTRIC C 2427 FORD FOCUS RARE NO NUMBERING LOOK!!! £31

(White set car missing numbers on Sunday night 150471948696) ■

