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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

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300 Not Out

Here we go then - issue #300 of the magazine in glorious Technicolor throughout. Bob Bott, our treasurer, will probably have apoplexy when he gets the printing bill, but a milestone issue deserves some special treatment I think. No, we definitely can't afford to do it again in the near future!

If you are interested in the Scalextric Bugatti then you should find much to read this month - what started as an idea for a six page article got totally out of hand thanks to some prompting by 'Bloody Daft Idea Animal'! I started asking far too many questions about the things and ended up by filling thirteen pages! I still had to cut some bits out and Jonathan Hewitt has already threatened to write a follow-up article.

During the course of my research I decided to take a centre page photo of as many varieties of Bugatti as it was possible to gather together in one place - not a simple undertaking! This was finally achieved at the Milton Keynes swapmeet where several bemused table holders were encouraged to lend me some of their stock. The guy who let me walk off with a genuine C70 Bugatti worth the best part of three grand was indeed very trusting! Yes, I did return it intact.

Having put the collection together we needed somewhere to photograph it - the main hall itself did not have sufficiently bright lighting for the purpose and we could hardly spread umpty thousand pounds worth of precious models over the bonnet of my car. Fortunately the staff at the Leisure Centre let us borrow the first aid room to take the pictures, but a lifeguard in the adjoining swimming pool was seriously confused when he came to collect some plasters, only to be confronted by a treatment table completely covered by toy plastic cars!

And Finally - my appeal for more contributions has borne fruit and I have a few articles held over for April. My thanks to the people who responded - always room for more though!

Till next month

Brian



BY **ROB SMITH**



MESSAGES FROM MARGATE

The new 2007 releases have begun to arrive starting with one of the best ever.

C2558A Formula One 1976

C2747W Ferrari 312T2 / Lauda

C2748W McLaren Ford M23 / Hunt

This has to be Hornby's best Scalextric release ever with just amazing details in the Ferrari and McLaren. To get around the tobacco advertising problems the cars are depicted from the 1976 German Grand Prix, unfortunately the one where Lauda suffered horrific burns after a dreadful accident.



The cars are absolutely superb with an unsurpassed amount of detail especially in the McLaren rear suspension. I wonder how many of these cars will be actually raced as they are sure to be fast but very fragile. The front wheels are mounted on independent stub axles which has allowed for even more front suspension detail without the problem of a large axle to support.

This release is a limited edition of 8000 pieces worldwide. A further McLaren will be released later this year as the subscription present of the Spanish MiniAuto Slot magazine.

C2798 Ford Escort RS 1600

Last year's Escort release has proved very popular and Hornby are quick to respond with a third version. With hundreds of liveries available to them, not to mention track cars, the Escort is bound to remain in the catalogues for some time to come. This version is finished in white with blue side panels.



C2788 Peugeot 307 WRC Pirelli-Bozian

This striking yellow version of the 307 makes a pleasant change from red versions. The front wheel direct drive and belt driven rear drive is very effective giving realistic rally car handling on twisty circuits.

⇒



C2784 Maserati MC12 Racing Box No 1

The championship winner from last year is reproduced this year in the red & white Racing Box Maserati MC12



C2753 Mercedes-Benz SLR McLaren Road Car

Not really a new release as this car was in the Argos only set last year. Still, it is a superb version in flawless black paint.

Crystal Ball Gazing

Hornby have released preliminary information about some additions to the range that are not included in the 2007 catalogue. Remember that this data is only provisional and is subject to change for a wide variety of reasons.

This makes the full list of forthcoming releases announced to date as follows. Highlights include a McLaren M23 for subscribers of the Spanish Mini Auto Slot magazine and a Collector's Centre Seat Leon.

C2762 Seat Leon T. Coronel
C2773 Mini Cooper S G. Dawson
C2774 Ford Mustang FR 500C
C2782A 50th Anniversary Commemorative Pack Ferrari
C2783A 50th Anniversary Commemorative Pack Mercedes
C2785 Jaguar XKRS Redline
C2786 Porsche 911 GT3R
C2787 Ferrari 330 P4
C2789 Subaru Impreza WRC 2006 Scalextric 50th Anniversary
C2790 Aston Martin DBR9

C2791 Ford Fusion K. Schrader
C2792 Ford Fusion G. Biffle
C2793 Chevrolet D. Hamlin
C2794 Chevrolet K. Busch
C2795 Dodge Viper
C2796 Chevrolet Camaro
C2797 Ford Mustang
C2799 Ferrari 312 T2 C. Regazzoni
C2800 McLaren M23 G. Villeneuve
C2801 Nissan Skyline Pennzoil
C2802 Ford Focus RS WRC M. Grönholm
C2803 Ferrari 375 1951 F. Gonzalez
C2804 Ferrari F430 GT2
C2805 Mini Cooper
C2806 McLaren 2007 F. Alonso
C2806D McLaren 2007 F. Alonso
C2807 Morris Mini Cooper Winner 1967 Monte Carlo Rally R. Aaltonen
C2808 Range Rover Police Car
C2809 Audi R10
C2810 Lamborghini Gallardo
C2811 Chaparral 2F
C2812 Porsche RS Spyder
C2813 McLaren 2006 P. De La Rosa
C2814 Mercedes 300 SLR J. M. Fangio Mille Miglia
C2815B NSCC Weekend 2007
C2816 Ford GT Scalextric Club
C2817 Honda F1 2007 J. Button
C2819 Range Rover
C2820 Mini Cooper from C1197 Digital Driver
C2821 Mini Cooper from C1197 Digital Driver
C2822 Ferrari F430
C2823 Ford GT
C2824 Mini Cooper Red Spiderweb roof from C1194 Inner City Speed set
C2825 Seat Leon James Thompson Collectors Centres Only L.E. 1200
C2833 Police Range Rover from C1199 Street Pursuit set
C2834 Lamborghini Gallardo from C1199
H2836A McLaren M23 E. Villota Mini Auto Slot
C2837 McLaren Lewis Hamilton

As ever there will be more information on these releases nearer to their release date. Please let me know if you find, or hear of, anything not on this list. ■



SCX at The German Toy Fair 2007 Nuremberg

Tecnitoys decided not to exhibit at this year's London Toy Fair and concentrated their efforts on the German event which, in my opinion, is basically The European Toy Fair. I was unable to attend in person, but conversations with my contacts in Spain, with AEC in the UK plus various emails and web surfing has enabled me to compile this report.

Lots of rumours and guess work prior to the show and to be honest most, if not all, of it accurate! An impressive display of all current product, SCX, Digital and off road was on display with all the accessories and track sections available plus two new Track systems, new cars, new sets and new accessories. Lots of toys! Let's kick off with the new track systems:

SCX Compact

Much talked about prior to the show, this new system is aimed at 4 - 6 year olds. It's approximately 1:43rd scale and is still in the very early stages of development. Don't expect to see it in the UK any time soon. This range is going to be developed for the big retail outlets, (Toys 'R' Us, Argos etc). Two sets were on display - F1 and Tuning. No actual track sections, cars or controllers on display, just a printed graphic.

My First SCX

This is another track/car system in early development, but looked further on than Compact. Aimed at 2-4 year olds, this is a simple system with jigsaw like track sections, simple

non-descript cars and a steering wheel type stop/go controller. The whole system is brightly coloured and simple. If it does come to the UK my daughter will be getting one!

Off Road or Dune

This system has only recently been released. The current range was on display with box artwork for a new Off Road extension track set graduating the off road into SCX tarmac. 180° loop of off road, several straights and two merge track sections. No other new track sections or cars announced, but look out for a re livery of the Mitsubishi Pajero around June/July.

SCX analogue cars

Classics - several new models and several re liveries.

Ref 62590 Renault Alpine A110 # 18 in French Blue (TBC) representing the car which won the 1971 Monte Carlo Rally as driven by O. Anderson. New model, photos on display of the real car only. Expected September.

Ref 62530 Fiat Spyder 124 #7 in Olio Fiat black and yellow livery (new livery) Due April

Ref 62470 Ford Sierra Cosworth in white/blue #27 Derek Ringer/Colin McRae Lombard RAC livery. Stunning in my opinion. We knew this was on the way based on the Altaya collection, but the actual car looks great. Expected in March.

Ref 62580 Ford Escort RS Cosworth in white/blue #6 works livery, T.Makinen '94 1000 Lakes. Brand new model expected in June.





Ref 62400 Renault 5 Maxi Turbo in blue/red #3 Tour De Course. This is technically a new SCX model, but it has already been released (in Spain) with a different livery and in the Altaya collection. Great rally car, performs well on the track. Already in the shops!



Rally

If the above isn't enough for you;

Ref 62560 Citroën C4 WRC New model, no surprise really, Loeb already looks dominant this year after three events so expect lots of liveries of this car in the future.

Ref 62230 Subaru Impreza 2006 New model? New livery, traditional blue and gold livery. Expected in April.

GT

New cars, new liveries;

Ref 62370 Seat Leon SCX Livery Spanish Touring Championship. Last year Tecnitoy's sponsored a car with a Scalextric livery, for obvious reasons they released this car in Spain only, this year it's our turn! Out now.

Ref 62510 Audi R10 TDI 1st LM 2006 New model, expected July

Ref 62640 Honda Accord WTCC, Again released in Spain, this is a new livery. Expected in April.



Ref 62480 Ferrari 360, New livery 'Scuderia Ecosse' TBC, expected in June

Ref 62500 Aston Martin DBR9, New livery 'Team Modena', expected April

Ref 62520 Chevrolet Corvette C6R LM Series, German team, expected in April

F1

Three reliveries and a potential new model (TBC)

Ref 62440 Ferrari 2006 Schumacher 248 F1

Ref 62450 Williams 2006 Nico Rosberg

Ref 62570 McLaren 2006 Kimi Raikkonen

All these cars appear to be new liveries on the existing moulds. Rumours, but not confirmed, of a 2007 McLaren to follow in Fernando Alonso livery.

Vintage

This year's vintage car will be a reliveried Exin BRM (C37) Ref 6250. The car will be in British Racing Green and feature a fully painted Graham Hill, race number 3. Now what this model is actually representing is unclear. It's described as a BRM P261. That said, the box art looks to be a different car. My knowledge of historic GP cars is limited but, following various emails from Brian and others, it would appear that the model most closely represents either the P83 or the P115. I'll leave it to more experienced historians to argue the exact type but I have already forwarded this information on to Tecnitoy's. Whatever the rights and wrongs, it looks like a great addition to the Vintage range.

DTM

Three new liveries

Ref 62610 Mercedes C-Klasse

Ref 62620 Audi A4

Ref 62630 Audi A4 Red Bull

All due in May.

NASCAR

Four new liveries including a special edition on the current range of bodies.

Other stuff

New track sections announced include a Chicane section with tyre wall and new track pieces and Bank curve (from the NASCAR Sets). Also look out for the Set cars in the GT C4 set as these come with Pro Turbo Plus motors!

Last, but not least, on the analogue front is the long awaited SCX Pro range. This has been in development for over a year and this was the first opportunity to see the new range in the flesh. Two cars will be released initially - a Citroën Xsara Rally car and an Audi R8. Both these cars feature lightweight chassis and bodies, adjustable axle/motor set ups with a motor pod accessory to take a Mabuchi motor. Turned alloy wheels, straight axles, different gears etc, ➡➡



etc (think Slot.it). A novel feature on the Audi is a dynamic braking system. Drop arm guide on the Rally car. A full and extensive range of accessories and tune up parts is available. A full review will follow on these cars shortly. Expected very soon, if not already.

SCX Digital

At last SCX Digital F1 cars. Been a while in the making, but three new cars, including Ferrari, McLaren and Williams. These feature a new digital chip/guide system that fits snugly around the driver figure and into the nose cone with a long actuator. A new digital conversion pack was also on display including, chip, guide, wheels, tyres guide flags etc, stub axles, everything you need to convert road and rally cars to digital.

Lots of new toys to play with in 2007, expect several new unannounced releases during the year, special editions and livery changes. As always release dates are subject to change so don't hold your breath. In line with other manufacturers SCX RRP prices have gone up approx £2.00 across the range.



We will review in detail all new models that come out during the year - SCX Pro, Nascar are first up. If you have a specific desire to review a particular model get in touch with Brian and get yourself on the review list.

My thanks to AEC, Tecnitoys and Doug Teggins from Slotforum for info and pictures used in this article.

Just a note worth thinking about, there appears to be a trend of not re-releasing models from last year, thinking C2, Fiesta, Fiat Abarth, Alfa 156 etc. Some of these models were only released in one livery, so best get them while you can. ■



First of all, Ninco offer their congratulations to the NSCC on reaching this milestone 300th edition of the Club Journal. This special edition is perfectly timed to showcase some of the exciting new products unveiled by Ninco at the recent International Toy Fair. So here is what we can expect in the coming months.

Right here, right now...

As we go to press, the first of the totally new Ford Focus WRC cars are being delivered. By

the time you read this, the second edition of this fantastic rally car will be due for release, this time in the livery of the No.3 car piloted by Marcus Grönholm during the 2006 Rally of Wales (50439). To compete with the highly respected rally cars already produced by Ninco, it is also fitted with the all-round interchangeable ProShock 2 suspension system and has NC5 powered 4WD.

To challenge this Ford on the slot track, a new Subaru is due for simultaneous release. The instantly recognisable metallic-blue and ➡➡



yellow livery of this WRC car is also based on the same 2006 rally event and carries the #5 of Subaru driver Petter Solberg (50440). Both cars will also be available in the figure-of-eight “Rally Stage” set (20134).

More Trophies

Ninco's Renault Mégane Trophy has become one of the most popular series produced. The angle-winder chassis housing an NC5 motor gives a well balanced slot car that can be easily mastered by a beginner and truly enjoyed by the seasoned racer. A growing variety of liveries gives a wide appeal and is proving an excellent one-make series for clubs. This year will see an oval starter set entitled “Trophy Series” and will include two Méganes with new liveries – the scrumptious orange ‘Frutta’ and the striking metallic blue and yellow ‘Tepac’ sponsored cars. Both cars are due for individual release - numbers 50437 and 50438 respectively.



Coming soon

The first of four brand new designs announced at the Nuremberg Toy Fair is scheduled for release in April. This totally new model looks stunning in either show car or race livery. It will also be the fourth in a series of special edition Ninco Club cars. The name itself is pure racing.. It is... Ascari.

Established in the UK in 1995, this relatively new British supercar manufacturer takes its name from the first double world F1 champion, Alberto Ascari. The beautiful lines of the A10 will match that of the Ferrari 360 and the angle-

winder chassis and NC5 motor will no doubt, match performance on the track too. Two versions are set for release; a bright yellow “Show Car” (50458) sporting an offset, twin black stripe, and a silver GT3 model (50444). The new Ninco driver figure with moveable arms will be introduced for the first time in these models.



Not to be outdone, the Ferrari 360 is set for release in the ProDriver Kit (50455) form. This will include an array of ProRace parts to race tune this model as well as having a plain bodyshell for custom decoration or street racing.

Changing colours

Before I tell you about more new models from Ninco, there are a number of new liveries for existing models shown in Issue 14 of the Ninco catalogue. These include the Lancer, Focus, Mégane, Mosler and Ferrari. The latter, again being in standard self-assembly kit form. The Lancer (50436) and Mosler (50442) may be seen at your local stockist as soon as April.

Surprisingly, the popular JGTC series doesn't appear in the catalogue. However, I have received notice that a new Toyota Supra in the familiar white, green and red “Castrol” (50459) livery may also appear within the next couple of months.

Who's the Daddy?

The growing popularity of the Raid category has given birth to a couple of totally new and totally awesome off-road beasts... First up is “the daddy” of all off-road vehicles... the Hummer!



Unlikely to appear until the end of this year, development is under way, as can be seen by the first mould of this SUV. The catalogue shows this as a far from inconspicuous “yellow” (50457) and black with white doors “Police” (50456) version stating ‘County Sheriff’ and ‘Dial 911’ along the side. In place of the 6 litre V8 found in the full-size H2, an NC7 Raider motor will bring power to the permanent 4WD of the 1/32nd scale Hummer.

All three versions (H1, H2 and H3) have competed in racing with the H2 and H3 already securing class wins in this year’s SCORE Laughlin Desert Challenge. The H2 not only won its FullStock class but also finished 3rd overall beating all but two of the highly modified Class 7SX trucks in that grouping.

Never mind the race trim, in my opinion this model is crying out for some custom versions... lots of chrome, tinted windows, a jazzy paint scheme and a set of spinners are all it takes to convert this to a “Tuning” version. For the more adventurous modellers, what about a stretched Hummer?



The other great new vehicle for the Raid category is the Schlessler. These buggies have been competing for fifteen years and are usually driven by the man responsible for building them... former F1 driver, Jean-Louis Schlessler. In fact, he won the Dakar Rally in 1999 and 2000 piloting his own buggy. Development of this Ninco model is almost complete and when released, the finished article is sure to bring a whole lot of fun to racing on Raid circuits.

From Road to Racetrack

The next style of Porsche to be replicated by Ninco is the 997. This follows a long standing relationship with the German supercar and as with earlier Porsches, this will also be available as a road car. Shown for the first time at the Toy Fair, the 997 has the potential to be released in a number of attractive race liveries. However, one of the first versions will be a brilliant white “Road Car” (50446).

Track News

In addition to the sets mentioned above, a figure-of-eight track will also be offered with two Mosler race cars in the “Gulf” (50428) and “Daytona” (50442) liveries. The “MT900R” (20133) set will include almost six metres of track, a bridge, 55ohm ‘Plus’ controllers, transformer, banking supports and barriers.

To enable tracks to run one above another, the “Track Elevator Set” (10221) has been introduced. This set consists of eight track supports; two ‘low’ and two ‘medium’ to gradually raise or drop the track and a further four ‘high’ supports to hold the track directly above another. These support pieces were previously only available as part of the Pro-Am or MasterTrack systems.

Expansion of the N-Digital range continues with the introduction of a double lane changer (40207) allowing both lanes to be changed within a single track piece.

Finally, a new version of Ninco’s own circuit design software will soon be available. “TrackMap Plus” (10312) will include all the new N-Digital track sections as well as 100 pre-designed layouts. ■



Slot car Innovations continue to impress me and this month I received from them a picture of their latest F1 car, a Ferrari F1-2000. Even though the wing has not been finished I felt that it deserved to be seen in colour. Like the previous F1 car from SCI, the 1981 version of the Brabham BT50, the Ferrari is made from styrene and features a chassis extender so that the wheelbase can be much more accurate than would otherwise be the case. Whilst the inclusion of the Bridgestone bedecked sidepod flip-ups has not been possible, the thinness of the styrene has at least allowed the body to stay looking relatively proportional to the real thing.

Maybe some day a chassis will be designed that allows fully accurate open wheel H:O cars



to be made but that is going to need a new motor design that is very small but still has sufficient power.

In the meantime people like Richard Picard from SCI need to be applauded for their efforts. I would also like to thank them for sending me the lovely overhead shot of one of their BT50s which I have included here. The latest news on that project is that they are attempting to source an accurate set of decals to make the 1982 car



with which Nelson Piquet took one win and one pole position. This is obviously in their best interest but also shows good customer care, keep up the good work guys! SCI continue to work in resin too, and the third image is a March 741 that has wound up in France. This particular version is the Hans Stuck car and is mounted on an Aurora chassis. SCI are working on a version for the Tomy Turbo/SRT platform without the bumps atop the sidepod so maybe we will see one in action at an EAHORC race.

name has never been clear, but two more Cobras have appeared to further muddy the waters.- These are not sold by Racemasters although clearly they are the same mould, merely being (admittedly very nice) gold and silver repaints. It seems that this company covers Australia and the Orient whilst Racemasters sell to continental America (Europeans and the rest of the world have to use ebay!) which would suggest that Tomy has some interest in the overall picture despite evidence to the contrary (such as most ➡➡



I recently became aware of two new cars which further cloud exactly what the deal is with the Tomy AFX line. The assumption has been that US company Racemasters continued the line when Tomy lost interest and it is they that have released the Chaparral 2D mentioned in a previous column as well as four Cobra Daytonas, some generic Nascars, police cars and PT cruisers. Whether this company bought out the slot car line from Tomy or have some less drastic solution that still enables them to use the



Tomy executives I speak to are unaware they even made/make slot cars). This would seem to be borne out by a recent announcement from Racemasters, launching a tie-in between themselves and Champcar racing, in which a Business Analyst from Tomy was quoted. Release is set for July 2007.

Since I last mentioned EAHORC in a column, things have continued to slowly but surely improve. I'm proud to say that it is extremely likely that more people know that there are H:O clubs in the UK than at any time in the past. This is translating into hard numbers of both more racers at the meetings and setting up H:O tracks at home. It has been a lot of hard work getting to this stage, and I'm eternally grateful to people like (but not limited to) John Ovens, Jim Kelly, John Kelly, Chris Frost and the NSCC committee. If you read these columns



The largest EAHORC track to date, at 200' lap length, set up in Canvey, Essex in 2004

but have yet to come to a race or make yourself known to EAHORC, then maybe this is the year that you do so and I can assure you we will help you get more from H:O if we can. ■



A bit of a mixed bag this month, with plenty of new models to report on, ToyFair news, announcements, more special editions and a unique competition with a very special prize, which Fly have set up themselves.

Recent Releases

BMW M1 "Marlboro" #5 (88240)

This Niki Lauda edition is modelled on the car that took the Procar Championship in 1979. It is decorated in luminous orange and white and comes complete with a set of decals in a blue

packet taped to the underside of the base for you to apply the cigarette advertising.

Porsche 911R 'Martini' #139 (88242)

Tour de France Auto 1970, driven by Gerard Larousse and Maurice Gelin. A very attractive livery in yellow with red swirly stripes, very similar to the Porsche 917K (C84) previously released.

Ford GT40 Mk.II, white #98 (88247)

1966 Daytona 24hr winning car, driven by Ken Miles and Lloyd Ruby. The model is white with a black bonnet and day-glo orange flashes on the front and surrounding the race number. ➡➡



Alfa Romeo 156 GTA, red (88243)

Evo3 racer with the sprung motor mount, lightweight Lexan interior, racing motor, adjustable front axle etc.

Alfa Romeo 156 GTA 'Bosch' #19 (88244)

As above in white with grey/red "Bosch" sponsored graphics.

Special Editions

Following the recent trend of unannounced limited editions, four more have come to light:

BMW M3 E30 "7 Up" #5 (E1702, 96101)

Rally Villa de Teror 2006. Limited to 1000 units and marketed for the "Boutique Toñi Ponce" in the Canary Islands only, around Dec/Jan. The car is decorated in a very attractive green/silver "7 Up" livery and is driven by Jose Maria Ponce with co-driver Carlos Larrode. The "Ponce Motorsport Coleccion" logo is mounted as an enamel badge onto the left front corner of the

plinth and is also printed onto the white backing card. The backing card is also numbered and has a boutique symbol printed. Many thanks to Jordi Batlle Ortiz for your knowledge and assistance on this model.

Renault 5 Turbo "Poly" (E1203)

To celebrate Poly's 31st anniversary there has been a new limited edition model produced which is limited to 400 units. It is decorated in the easily recognisable "Marlboro" colour scheme, but has no reference to the cigarette brand at all. Where you would expect to see the cigarette brand name has been replaced with "Poly" and #31.

It's becoming increasingly difficult these days to keep track of all the special editions that Fly produce but, thanks to Gareth Jex and Adrian Leggett, two more have been brought to my attention. As usual with these specially commissioned models information on them is a little sketchy. Firstly, there is a Renault 5, which



is unpainted in white with off-white unpainted bumpers. It is limited to 70 units and produced for the XIII Campionat Intercomarcal Gironi de Ral-Li Slot. The aforementioned is tampoed onto its roof and has a colourful backing card, which includes a picture of the car with 'Renault Sport' and the certificate number printed.

Finally, a Porsche 911 GT1 98 has been produced for "DHL" to give to their valued customers (or at least I think that's how the story goes). The car is mainly white with the DHL logo printed within a yellow box down both sides and roof. It also has race #39 and some minimal red graphics. Although it is limited to 1500 units, the example I saw on eBay sold for €201,50 *Ouch!*

Announcements

Fly has announced seven models they will be producing in March. They are as follows: -

88241 – Marcos 600LM – Zolder 24hrs 2006

88250 – Ferrari 250 GTO – Targa Florio 1964

88252 – Alfa Romeo GTAm – Zandvoort 1970

88253 – Porsche 911 GT1 98 – Xbox 360 – Evo 3 Racing

88254 – BMW 320 Drift

99035 – BMW M1 – limited edition - Clay Regazzoni in memoriam

08049 – Sisu Truck – Xbox 360 - Racing

Nuremberg 2007

After last year's conspicuous absence, which fuelled many rumours about their demise, Fly were back for the 2007 event. Only three prototypes were on display, two of these being a variation of the same car. These were Fly's first ever single seater car, a March 761 and a Porsche 935. The March is a clever move by Fly as it can be produced in several liveries. Also, there will be two different versions, one with an air intake box behind the drivers' head, the other with just a fairing. Both of these variants were on show. This model will boast steering, camber movement and working suspension. The Porsche on the other hand was still in its early stages and didn't show much detail. Disappointingly, there was no news of Fly's other planned new models for 2007. Rumour

has it that there could be two classic Ferraris in the pipeline, but we will have to wait to see if the forthcoming catalogue reveals all.

The only other news of note was concerning the 5-Car/DVD series, which I mentioned last month. The first in the series 'Speed Merchants' will feature a Porsche 911S, which will have a front and rear camera mounted. Next, "Live fast, Die young" will feature a Porsche 908. Third, "Las Temporadas Argentinas" will feature (although not confirmed) a Porsche 917K. Fourth, "Cobra, Ferrari Wars" will have a Ferrari 250 GTO. The only way you will be able to obtain the fifth set is to return the coupons that come with each package directly to Fly. They in turn will send you the final instalment (once you've paid them of course). The final film being "The making of Le Mans", but this is pending permission from Warner Bros. At the time of writing it is unclear what car will go with this film. All of the above sets will also include a detailed info booklet.

Design Your Car Contest

Fly has set up a very interesting competition open to anybody in the world who possesses an artistic hand and free mind. All you have to do is design a colour scheme for a Corvette C5R. This car will then be produced as a numbered limited edition and the winner will get #1. Not only will the winner receive this as a prize, but also a unique solid silver Corvette! Details are on Fly's website. Alternatively, there are various importers and dealers that you can download from too. Gaugemaster Controls in the UK for example has the pdf file available to download on www.gaugemaster.co.uk. Fly Car Model, Revistas Profesionales and Monster Design will do the judging. Closing date for entries must be received by post to Fly by 15th March. The address is Fly Car Model S.L, Montealto 24, 28223 Pozuelo de Alarcon, Madrid, Spain. Unfortunately, taking into account that the Journal is not published until the second week of each month, it will probably mean that by the time you read this it will be too late to post your entries! ■





Since my last report in December, Racer have managed to catch up with their production schedule and release the “Jagermeister” Porsche 935 K3 (RCR29) and “Vestey” Ferrari 250LM (RCR30). Although the 935 was available in certain countries prior to my last report, production was hampered due to faulty decals. Despite this setback, quality has not been overlooked and speaking from first hand I can say both these models are first class!

Nuremberg 2007

There was plenty more to drool over from Racer this year, with two early prototypes on display and two final versions of the soon to be released Ferrari 312P. Other finished models on display were the Porsche 935 K3 ‘Apple Computers’

and Ferrari 250LM ‘Mecom’, which is decorated in a vibrant metallic blue.

The Ferrari 312P will see another step up in quality and technology. It will feature etching on the side windows to represent vents etc, rather than photo-etched plates, which have been used on previous models. The two NART versions on display were literally only finished a few hours before leaving for Germany and in my non-biased opinion stole the show. A spyder version of this car is planned for the future.

Other early prototypes on show were a Chaparral 2E and Ferrari 350P CanAm. Although Racer foresees the release of the Chaparral for the end of June they anticipate it could be a little later. The reason being is that they are almost satisfied with the rear end of the





car, but need to do more work on the front and cockpit. The Ferrari 350P, which is based on the 330 P4, will feature the brand new plastic P4 chassis. The first livery, planned for the end of May is the "Gunston" car, which raced at Kyalami in 1967.

Despite the three new models mentioned above, there are two others scheduled for release during 2007, these being a Ferrari 250P and Alfa Romeo 33/3. There were no prototypes of either model on display at Nuremberg, but one of each model is scheduled for the end of July and November respectively. The Alfa will be modelled on the car that raced during the 1969/70 season and will be different from the Slot.it version (also announced at Nuremberg).

Forthcoming Releases

The following cars are scheduled for release between the end of February/early March to the end of April/early May: -

RCR31 – Ferrari 312P – NART #22 – Sebring 12hrs 1970 – Parkes/Parsons
RCR32 – Ferrari 312P – NART #23 – Daytona

24hrs 1970 – Piper/Tadamowicz
RCR33 – Porsche 935 K3 – Dick Barbour Racing – Le Mans 24hrs 1980 – Rahal/Garretson/Moffat
RCR34 – Ferrari 250 LM – Mecom Racing – Sebring 12hrs 1965 – Hangsen/Donohue

2007 Program

To summarise, the rest of the 2007 program is listed below: -

Porsche 935 K3 racing kit
Ferrari 330 P4 racing kit
Ferrari 350P CanAm – Gunston – Kyalami 9hrs 1967
Ferrari 330P – Maranello – Le Mans 24hrs 1964
Chaparral 2E – TBA
Ferrari 250P – Factory – Le Mans 24hrs 1963
Porsche 935 K3 – Coca Cola – Sebring 12hrs 1980
Ferrari 312P – Factory – Le Mans 24hrs 1969
Alfa Romeo 33/3 – Factory – TBA
Porsche 935 K3 – Sachs – Le Mans 24hrs 1980





The Bugatti Type 59



During one of my occasional trawls through back issues of the Newsletter/Journal I came across several articles relating to the Scalextric Bugatti type 59. They all date from the early/mid 90s so I thought it may be time for a reprint and update.

The following piece has been cobbled together from various contributions and attempts to put the diverse strands of the story into one cohesive whole. It draws on the work of the following people: Roger Petri, Phil Etgart, Phil Smith, Chris Gregory and Arthur Saunders. Additional material has been provided by Peter Morley, Mark Scale, Derek Cooper, Jonathan Hewitt, Andy Carmichael, Rob Smith and Steve de Havilland.

Roger Gillham has kindly given permission to use some of his original photos while other pictures have been provided by members who wish to remain anonymous for security reasons. Very few people will admit to actually owning the real thing which makes estimating the number of Scalextric Bugattis in captivity very difficult!

Brian

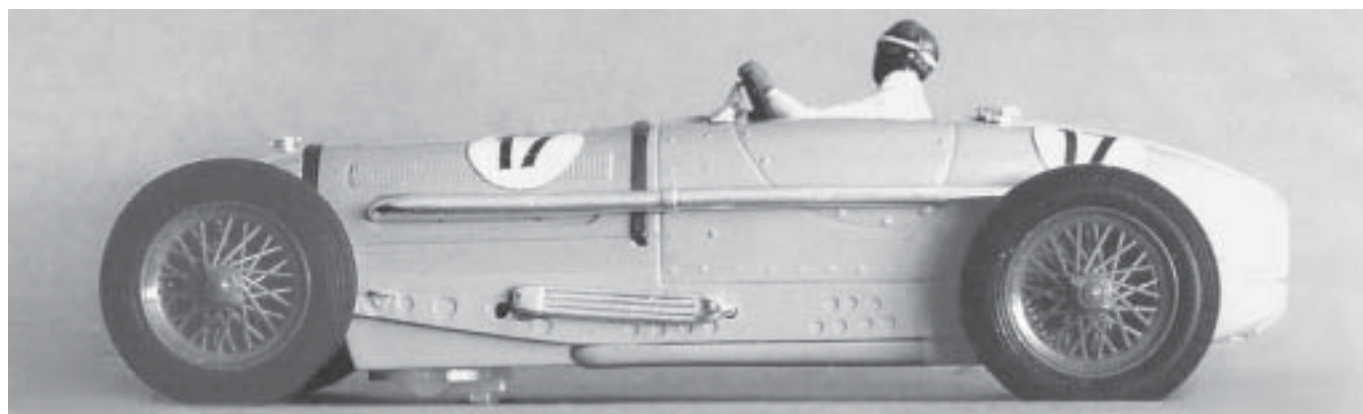
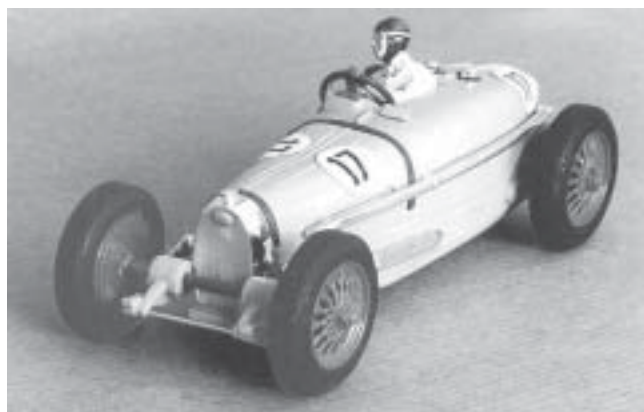
In The Beginning

Over the years there have been many stories about the Scalextric model of the 1934 Bugatti Type 59 Grand Prix car. The Bugatti (reference number C70) together with the C71 Auto

Union C-type were introduced in 1964 to complement the successful vintage Bentley and Alfa Romeo Le Mans cars, which had been introduced in 1962. The Bugatti is without doubt the most sought after of all Scalextric cars; not just by a few collectors, but by all of them. There are other rare Scalextric cars, but none are as desirable as the Bugatti. WHY? This story makes that clear and lists many versions of the Bugattis (from Scalextric and copyists). One thing is certain - a Bugatti is the jewel in every lucky owner's collection.

Prototype?

A photo has survived of an early pre-production Bugatti - it seems to have used some modified C65 Alfa bits as it has the same axle mounting, spoked wheels and pin guide. It was reputed to be white in colour but, as only a b/w picture exists, this is not certain.



The Facts?

The main reason so few Bugattis have been found is simply that their production was very limited. The original run is unknown - the accepted estimate is that only 600 C70 Bugattis were made and around 50 of the later C95 Race Tuned version. The differences between the two are the shade of blue, the motor and the steering assembly. It first featured in catalogue #4 and didn't disappear till #10 - why Scalextric continued to include it in the list of available cars for all this time is a bit of a mystery.

The number of surviving Bugattis is, obviously, not certain but my enquiries suggest approximately 75 of the C70 and about a dozen of the later C95 still in existence. They still turn up even now - one shop in Margate has had at least six in recent years including a Race Tuned example. The obvious question is why were so few Bugattis produced? There were several reasons - such as:

- Poor performance.
- The body was so small that heat from the motor warped the body.
- The body is very thin in places and therefore weak and fragile.
- Assembly was complicated and thus expensive.
- By the time the Bugatti was released, interest in the Vintage cars had dropped off, so demand was low and it never entered mass production.

Many Bugattis were returned to the factory by customers for repair (both warping and breakage), or they were simply thrown away. When the Race Tuned cars were introduced, Scalextric also updated the C70 Bugatti, giving it the reference C95. This type had better (stronger) front suspension but it still performed badly and rather than risk damaging their reputation Scalextric did not release it. ➡➡



The real thing - genuine C70 Bugatti





(Above) C70 and C95 originals showing different shades of blue

(Opposite) More Bugattis than you can shake a stick at!
Can you identify all the different varieties?

Colour Variations

The colour of the Bugatti was, of course, blue! The C95 being produced in a darker shade than the earlier C70 version. The only other original colour known to exist is a single car in red. In 1983 an ex-toolmaker from Havant was in contact with Roger Gillham and sold him a red Bugatti. This was a mould test that pre-dated the

original production Bugatti. Three of them were allegedly manufactured but only this one survived. It was in the same bright red as the type 3 Lotus 16, late D type Jaguars, medium head Listers and Aston DBRs. It is also possible that the base was incorrectly stamped C71 which might explain Roger referring to the Bugatti as a C71 in an edition of his book.



The only original issue red Bugatti known to exist



Availability

The C70 Bugatti was only sold by the major English Scalextric dealers such as Hamleys and upon written request from the factory. The later C95 Bugatti was never sold in shops, only directly by the factory. The C95 Bugattis were assembled in batches of six by the prototype department, after they had received enough

orders. Outside the UK both types were mainly only available direct from the factory.

It was possible to obtain one as late as 1969 as can be seen from the following letter. Arthur Saunders was the buyer and this particular Bugatti cost £1 6s. A bargain even then! The 1967 retail price was £2 6s. 4d.

MINIMODELS **Triang** LTD

FULFLOOD ROAD - LEIGH PARK - HAVANT - HANTS - PO9 5DE

Telephone—HAVANT (070 12) 6251
Telegrams & Cables—NOKEE, HAVANT
Telex—86209

SCALEXTRIC
Jump Jockey
touch tapestry,
Craft Master,
Triang GAMES
TOPPER TOYS
HOBBY CRAFTS

Our Ref. S1/XFL/BR

Your Ref.

20th November, 1969

Dear Sir,

We thank you for your letter dated 6th November concerning the Scalextric Bugatti.

This particular car was only in production for a very short time at this factory. Some models were distributed to Scalextric stockists, but we soon encountered difficulties which made it necessary for us to withdraw the Bugatti from our range.

Under normal circumstances when customers make enquiries about this particular car we regretably must tell them that it is impossible for us to supply them with Bugatti bodies or spares for this particular car. However we have given your case careful consideration and are pleased to inform you that we have managed to locate one Bugatti body and we have assembled this to the best of our ability with the parts that are available to us.

We enclose herewith our Pro-Forma Invoice for a body shell only, although the car which we have assembled for you does in fact have a motor and wheels. However we would like you to confirm in writing that we can in no way be held responsible if this car does not operate correctly.

Upon receipt of your remittance for the enclosed Pro-Forma Invoice, which may be paid by overseas Money Order, we will despatch the Bugatti as quickly as possible.

Yours faithfully,
p.p. MINIMODELS TRI-ANG LTD.,

S E Coker

Service Department.

Packaging

The Bugatti was never supplied in a 'proper' box. An unlabelled light brown cardboard box (like the Hong Kong 'export' box) was used for transport. The only Bugatti box known is a Formula Junior one labelled 'C70 Bugatti (1934)', which belonged to Triang's Scalextric representative.

Details

C70 Triang Scalextric (England) Original Triang Scalextric Bugatti made around 1964

Motor: E2.

Guide: G10 (Twin pin).

With steering mechanism.

Tyres: Dunlop (small letters) the same as C64 Bentley, C65 Alfa Romeo and on the front of the C71 Auto Union.

Body material: injection moulded plastic.

Data on underpan: C70 Bugatti Type 59, Triang Scalextric Regd., Made in England, British Pat. No 874.315, Foreign Patents Pending

Colours:

Blue.

Production total (estimate): 600. Survivors known: 60/75 (dealers' estimate).

White painted driver.

Red (pre-production mould flush/test).

Production total: Possible three but only one known survivor.

White painted driver.

White (1962 prototype).

Production total: one, photograph exists, car believed destroyed at the time. Note: it has the same front axle mounting, red wheels and round pin guide (G3) as the C65 Alfa Romeo, thus no steering.

C95 Triang Scalextric (England) Original Triang Scalextric Bugatti introduced in 1966

Motor: E6.

Guide: G12 (blade) with steering mechanism.

Tyres: as C70.

Wheels: production differences to C70. The spigots on the king pins on the ordinary car are thinner, and have a split at the end like early Formula Junior king pins have. The C95 spigots have a round "ball" at the end which has to be forcibly pushed through the wheel to make it fit. The spigots on the C95 king pins are more substantial than the C70 ones. This mirrors the changes made to the Race Tuned version of the Auto Union, which also has more substantial spigots and retooled front wheels.

Body material: injection moulded plastic.

Data on underpan: as C70 - note catalogue number not changed.

Colour: Blue (darker than C70).

Production total: less than 50 (estimate).

Survivors known: about 12. White painted driver. Note: these cars never had Race Tuned stickers as pictured in the catalogue.

The end?

In theory the C70 and C95 Bugatti story ends here. However, many Bugattis have since been made, both by Scalextric and copyists. ➡➡



Front view of original issue C95

Hornby Re-issue 1983

In 1982 Scalextric considered re-introducing the complete "Vintage" range (ie. C64 Bentley, C65 Alfa Romeo, C96 Auto Union and the C95 Bugatti). They tested most of the moulds, making a quantity of white Bugatti bodytops and black bases, together with black drivers' arms and mirrors (since these were on the chassis sprue). The quality of the one example seen at the time was considered as acceptable for a repeat re-run of the body top and underpan in red to be requested.

White Auto Union bodies were also made, as were complete white C71 Auto Union steering units (but in a much softer material than the originals) and black Race Tuned C95/C96 steering units (without stub axles, since they could not find the moulds). Following these trials, Scalextric did not re-introduce either the Bugatti or the Auto Union - the reason given being that the moulds were not good enough, it is also likely that all the original problems were still there.

Martin O'Reilly has usually been credited with discovering the existence of this test run but the true facts are slightly different. One Saturday during 1982 Hornby had arranged for a team from Barbados to race against a British team. The majority of the home team came from the Molesey club and included Roger Gillham, Martin O'Reilly, Brian George, Chris Gregory and others. The race track was situated very near the shop floor of the factory and, due to Chris Gregory's lack of speed (no change there then!), he didn't make the team. While others practised he wandered round the shop floor; in the middle was a raised office/observation point with four glass sides. On a shelf along one side he spied the 'white Bugatti'. He informed the others of this but was told he must be mistaken. After the racing there was an 'official' tour of the factory; Chris guided Martin past the find and the rest is history. Incidentally, the race was won by the British team and Chris is still waiting for the return event in Barbados - especially as British Airways sponsored the flights!

By virtue of the mould test's existence there was definite proof that Hornby still had the tooling for the Bugatti. After nine months persuasion and pressure Hornby agreed to produce a commissioned run of Bugattis for Steve de Havilland's company, 'Traffic'. Whilst commissioned by 'Traffic', the cars were produced by Hornby and should therefore be regarded as re-issues.

Hornby accepted an order for a quantity of yellow, green and red Bugattis. The initial production run was: yellow 60, green 60, red 100. A second batch later surfaced in the following quantities: yellow 25, green 26, red 60. Subsequently a third batch was found including an additional quantity of approximately 100 red body tops, thus total production quantities are red 160 cars + 100 tops, green 110 cars, yellow 110 cars. These were initially offered to NSCC members and produced some controversy at the time.

The white Bugattis eventually surfaced in 1987. 25 body tops were produced, but only 23 of them were good enough mouldings to be considered worth making into complete cars. The remaining two were riddled with rust, caused by a damp body top tool. It is believed 273 black bases were produced, and it is assumed that, having produced the bases, the run of tops was prematurely halted when the mould damage (corrosion resulting in excess flashing) became apparent.

100 of the black bases were matched to the extra red tops and a number of these were then sprayed blue by John Jude.

At the time of this production run, the 2nd series white Auto Union with clear rather than chromed parts was produced. At the same time the factory also 'found' a quantity of 1/24 figures moulded in orange plastic and a batch of blue C48 Tyrrells which had been sent to the factory at the time it was due to be introduced into the UK range.

The Hornby re-issued Bugattis, which should not be referred to as 'de Havilland Bugattis' since de Havilland is a registered trademark, were assembled using a variety of components.

Initially Colin Penn manufactured parts in white metal including a front axle which took the then current guide. Around this time Colin also produced complete white metal Bugattis. Subsequently Barry Smith produced a fibreglass type front axle assembly with metal pins that pushed through to locate the wheels.

Barry then produced resin parts for the Bugatti including the front steering assembly. Around this time John Jude also had resin parts produced for his sprayed cars.

In the early 1990s approximately 50 of the surplus black bases were built up by David Lyttelton using a black body top moulded in a material called Colorthene (half resin. half plastic which can be cold moulded and is not as

brittle as resin). These were supplied as a body top only and then built up using BTS parts and, later on, Pink-Kar parts. Incidentally, anybody needing spare parts for this version should get in touch with Roger Barker as he bought the remaining bits from Dave and still has a few left.

Details

Original Scalextric Bugatti made for Steve de Havilland in 1983

manufactured by Hornby Hobbies, base says tri-ang

Motor: E6.

Guide: G12.

First ones with steering mechanism, most later ones without.

Body material: injection moulded plastic.

Ancillary parts in white metal by Colin Penn or resin by BTS.

Colours:

Red (160) plus 100 bodytops only- see John Jude.

Black 1982 (273 underpans only- see John Jude and David Lyttelton).

Yellow (110).

Green (110).

White 1982 (23 bodytops only). Supplied with black underpan and white C71 steering unit (G10 Guide) or black C95 steering unit (G12 Guide) without stub axles.

⇒



1982 test run white Bugatti





The three colours of the 1983 re-issues

The red Bugatti top and base "kit" initially sold for twelve pounds, and the yellow and green kits were sold for fifteen pounds. Hornby's 'trade' price for the second (yellow and green) order was higher than for the first (red) order.

John Jude (England) Original Scalextric Bugatti 1987

Motor: E6.
Guide: G12.
With steering mechanism.
Tyres: as C70 or tyres from M&N.
Data on underpan: as C70.
Body material: injection moulded plastic.
Parts from BTS or Pink-Kar or self made.
Colour:
Light blue and dark blue (original red top and black underpan sprayed). 60 made in total.

C95 David Lyttleton (England) Repro Scalextric Bugatti top on original (1982 "tri-ang") black underpan made in 1993

Motor: E6.
Guide: G12.
With steering mechanism.
Tyres: from M&N.

Data on underpan: as C70.
Body material: Colorthene
Underpan material: injection moulded plastic.
All parts from BTS.
Colour:
Black (approximately 50 made).

Replicas/Reproductions Graham Perris - 1990

Several people have since copied the Scalextric Bugatti. The first was Graham Perris who had permission from Hornby (allegedly!) for his resin replicas. The advert in the August 1990 issue of the (then) NSCC Newsletter announced that 200 would be available. Standard colour was blue with red available to special order. As both of these were painted after manufacture the colour was largely irrelevant. The cost was £95 - purchasers were required to send £25 deposit and an RX motor to Mr Perris with a delivery promise some six months in the future.

Unfortunately for would-be purchasers nothing like the full quantity of 200 were made and many members were still waiting for their cars several years after sending off their deposit.



You can fool some of the people.....

The Perris Bugatti was, by all accounts, not very good and many were sent back for a refund. They do appear to be fetching silly money on eBay at the moment though and one even managed to fool Bonhams & Brooks, a major auction house, in 2000 as Phil Smith recounted at the time:

"A while ago at the London International Toy Fair one of my customers, Andy Wakeford, asked me if I had seen the original Bugatti that was coming up for auction at the following week. I hadn't, but when I got home I checked out their web site. They had the Bugatti listed with

a price guide of £1000 to £1500, as he had said, but something didn't seem quite right. It was listed as a C70 with a repro C95 box and instructions. Knowing that this was how the 'Perris' bugs were done, I thought that perhaps this may be one of them. Looking at the picture it did seem a little shiny, like it had been painted, but it was not a very good picture. So I e-mailed Andy to warn him that he should check it out carefully! He said that if he thought it was a repro car he would let Bonhams know and advise them to withdraw it from the sale.

There was some other items in the catalogue that were interesting and I made a couple of bids on these. On the day of the auction I ➡

checked out their site; the Bugatti had sold for £1250 so I thought it must have been ok and wished I had made a bid!

I was the high bidder on one of my items. A few days later, at the NEC, another of my customers, Neil Dunham, said that he had been the high bidder on the Bugatti. I told him my thoughts on it and what to look for when he went to pick it up. He called me that evening and said he had not paid for it because he was sure it was a Perris car! He knew I was going to pick up my lot the next day and asked me if I could look at it and give a second opinion. As soon as I saw the car in the flesh I knew it was not a real one. You could see straight away that it was painted and, with permission, I scraped some paint away on the inside to reveal resin!

The guy in charge of toys at Bonhams admitted to me that he had some misgivings about the car and had asked a NSCC member he knew, of his opinion. The member (who he did not want to name) said yes, it was ok. I think that they were lucky that the car did not sell for a lot more money and go to someone abroad who would not have had the opportunity to inspect the car before paying. Needless to say Neil is very pleased he came to the NEC on Sunday!"

Details

Graham Perris (England) Repro Scalextric Bugatti 1990

Motor: E6.

Guide: G12.

With steering mechanism.

Tyres: self made, without Dunlop lettering.

Data on underpan: as C70.

Material: Acrylic and Resin.

Parts from BTS

Colours:

Blue painted (standard).

Red painted (option).

200 should have been made. Total production is uncertain. Perris also made a box (a flimsy copy of the C64 Bentley box) and fictitious C95 instructions, based on those from the C96 Auto Union.

Pink-Kar

Nowadays every collector can have a replica Bugatti (an impossible situation with real ones). The injection moulded type 59 Bugatti from Pink-Kar in blue, black (limited edition), white, green, red and yellow is the cheapest and most accurate one. You can even have a chrome one if you like as they produced a special anniversary set which also contained a chromed replica Scalextric Auto Union. Some colours are still readily available from your usual dealer.

With the 1983 re-issues and Perris replicas fetching healthy three figure sums these days a Pink-Kar version for £25 to £50 is something of a bargain! Used models are even cheap enough to play with and prove that Scalextric were right to make so few of them all those years ago - they are absolute garbage on the track!

Occasionally an interesting fake 'Scalextric' black Bugatti turns up - constructed from a 1983 re-issue base and a Pink-Kar top, thus producing a black plastic car (as opposed to the 'Lyttelton' resin version) complete with genuine Scalextric branding on the base.

It is still not known whether Pink-Kar somehow acquired the original Scalextric moulds or worked from an existing car. Their version was certainly cleaned up a good deal as hardly any of the imperfections of the 1983 re-issues can be found on them.

Details

C70 Pink-Kar (Spain) Repro Triang Scalextric Bugatti made from 1994

Motor: RX-4.

Guide: copy of G10.

With steering mechanism.

Tyres: Self made, without Dunlop lettering.

Wheels: copy of C70.

Body material: injection moulded plastic.

Colours:

Light blue.

Production total: 1500. Data on underpan: nothing. Data inside underpan: Pink-Kar, Made in Spain, CV001.

Box: Pink-Kar box with No. CV001 (silver overprint).

Black.

Production total: 300. Data on underpan: Edicion 300 Limitada. Data inside underpan: Pink-Kar, Made in Spain, CV002.

Box: Pink-Kar box with No. CV002 (golden overprint).

Chrome plated on brown plinth.

Base colour: light blue. Production total: 40. Data on underpan: Edicion 300 Limitada (as black one, very clever!). Data inside underpan: as light blue one.

Box: Pink-Kar box as CV002 but without number. Note: Given to Pink-Kar dealers in 1995.

Yellow.

Production total: maximum 200.

Data on underpan: Mini Classics International Club logo. Made for MCIC-members (Spain) in 1996.

White, green, red and yellow (different shade to Mini Classics car). Production total: unknown.

Replica Re-issues!

As if the above were not enough to confuse everybody, there are even some replica re-issues about! An unknown maker from Spain created resin copies of the 1983 re-issues (you can tell their origins by the same faults in the rear body) they have been found in blue, black, red, and yellow but other colours may exist.

Details

**C70 Maker unknown (Spain)
Repro 1983 re-issues made in 1995**

Motor: E2.

Guide: G10.

With steering mechanism.

Body material: Resin.

All parts are from Pink-Kar.

Colours:

Blue.

Black.

Red.

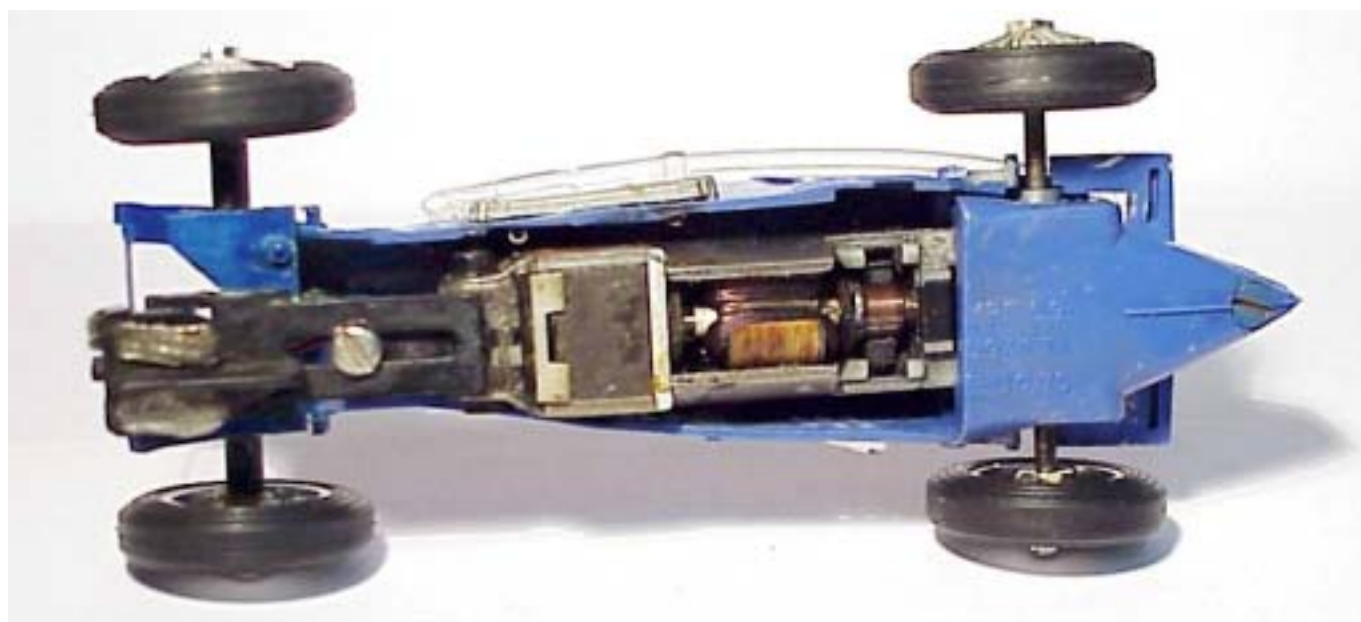
Yellow.

Production numbers of the above cars are not known and other colours may exist.

Powersledge Bugatti(s)

It is known that Scalextric used various existing bodies to test the new Power Sledge motor (E8) in 1968. The Bugatti shown below is reputed to be such an experiment. The front (body top) screw pillar was ground down underneath the bonnet to allow the drop arm/front of the sledge to fit into the car, and thus to work properly. The chassis was cut up and only the rearmost third of it was used, the part under the driver forwards was removed.

The fact that a C95 race tuned body has been used lends credence to this story but it is entirely possible that the car was just modified by a club racer in the 60s; nobody knew how ➡➡



A Powersledge Bugatti.....



Powersledge Bugatti complete with cooling(?) holes in body

valuable these cars would become at the time and several are known to have been altered to make them more competitive.

This particular car was in Peter Morley's collection for several years and eventually ended up in Australia where it came to a sticky end. Its owner ran a furniture manufacturing business and converted one floor of the building to house his extensive collection. About five years ago a fire destroyed both the building and collection which included many other unique or prototype items including the 'Articulated Gravel Truck', the Lancia Delta prototype and the Lego style truck.

There could possibly be another in existence as I also came across this b/w photo of an underside which has several detail differences.

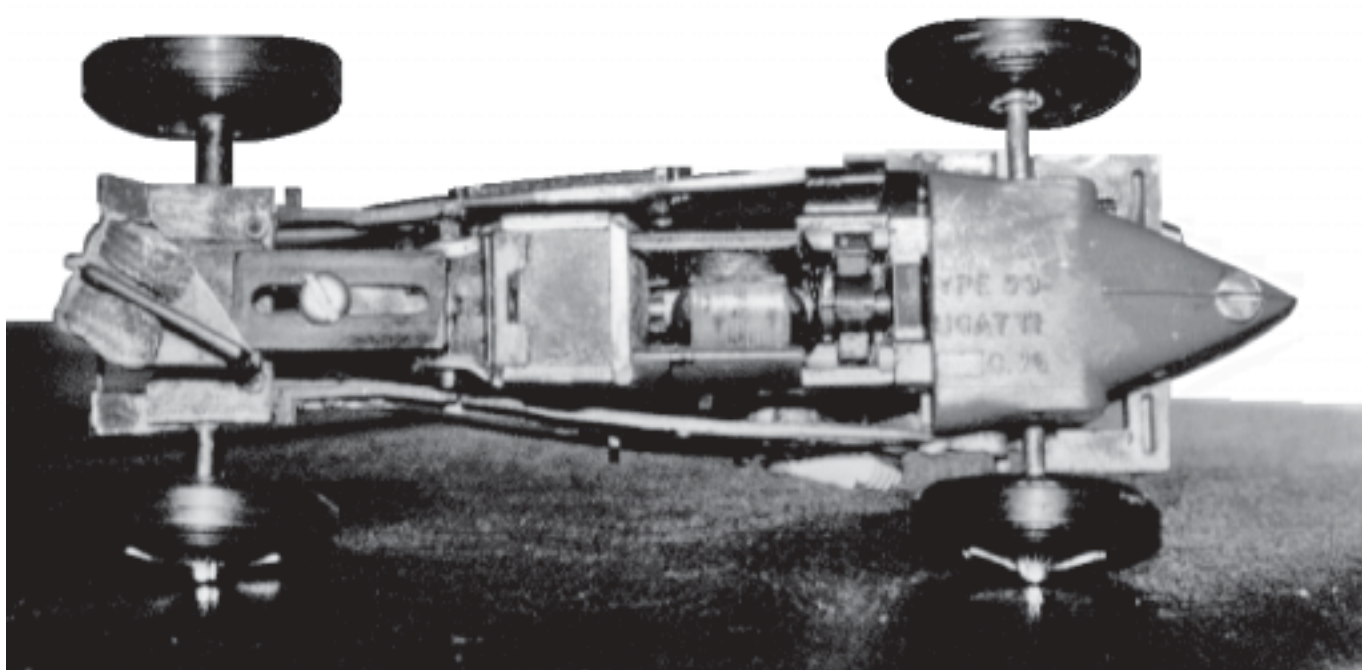
And Finally

Mark Scale has seen two white re-issue versions with proper white bases instead of the usual black.

On the replica front there are a few Pink-Kar versions with full Scalextric branding on the base as opposed to the plain production versions so you need to be wary if offered a 'genuine' Bugatti with Pink-Kar parts!

Such a valuable car is always going to spawn outright fakes so "buyer beware".

The end - unless, of course, you know different! ■



.....and another one.....possibly

Kits 'N' Bobs

A round up of recent kit and resin releases

By Phil Insull

First thing to do this month is confirm that the MMK 1966 Serenissima Le Mans car and the new Gordini Coupé will both be available in the U.K. through importers World Classics Limited. In fact here is a picture of the new Serenissima. Further news from World Classics is the release this month of three new OCAR kits, these being the Lola Mk3 BOAC 500 Brands Hatch, Mercedes 300SL open top Pan-American, and Pegaso Z102 Berlinetta Monaco GP.

Last month I told you about my new home made diorama setting, however while it was not a bad effort I decided to trawl eBay to see if anyone did proper dioramas and I have found a gentleman in Spain called Juanma who does some excellent ones. They are so good I couldn't resist a picture of one I purchased with my



MMK's new Serenissima LM66

World Classics Russell Brookes Opel Manta 400 on display. I also mentioned some new kits from a very nice Spanish chap, including a Renault Schlesser Dakar buggy, a 1970 Lancia Stratos ➡➡



Juanma's Monte Carlo Diorama with World Classic's Opel Manta 400



Bertone show car, Citroën DS23 Dakar, Renault 4 Dakar, Ferrari 750 Monza, Abarth 030 Pininfarina, and a Mercedes Benz 300 Modsaloön. It turns out that these sell under the brands Slot Iberica and Hispania Slot. These are quality body kits needing a few Ninco parts and a paint job to get them up and running. Sadly I've been tied up with the Earlybird Grand Prix this month but here is at least one I managed to build up, the Renault Mégane based Schlessler Buggy.



Iberia Slot's Schlessler Buggy on Juanma's desert diorama

Earlybird proved both an exciting meeting and a chance to buy some more stuff, Penelope Pitlane were present and seemed to be doing some decent trade, with lots of kit and scratch builders interested in their bodies, chassis and wheels. Other notables were RS Slot Racing who had on display some fabulous 1/24th scale kits from Ortmann, which will be available exclusively through RS Slot Racing. These are the 1965 Lotus 38 in both Clark and Gurney versions, a 1964/65 F1 512 in Generic 64 Surtees, Mexico 64, and Rodriguez/Bondurant versions and two BRMs: the 1963 P57 and the



Ortmann's new 1/24th scale Lotus 38 exclusive to RS Slot Racing

1965 P261. The made up ones on display were fabulous and come as either complete resin body kit with decals and detailing parts and you can buy a complete rolling Scholer Chassis with Alloy wheels and Ortmann tyres or, if you buy the complete body and chassis, you also get a Fox motor included as well. I will be ordering one to do a full review in the next couple of months. It was also a pleasure to meet Chas Keeling for the first time at Earlybirds and he showed me the new motor/rear axle bracket he has developed for the Scalextric Moto GP motor, most useful for builders and should be available through Chas's SCD site.

On now to one of the biggest events in the toy and, of course, slot car year - the Nuremberg Fair. As ever, slot manufacturers didn't announce all their releases for 2007 at the London show but left some big stuff for Nuremberg. First, perhaps one of slot's most welcome additions is the announcement by Maurizio Ferrari of Slot.it that they will be releasing an Alfa T33/3 as a running mate to their recent Ferrari 312PBs in 2007. A prototype was displayed by Slot.it along with their new Electronic controller, the limited edition #2 Silk Cut Jaguar XJR9 Le Mans winner from 1988, the imminent Lancia LC2 in Martini colours, the McLaren F1GTR, a second high tail Porsche 956 in Brun Schlessler livery, and pictures of the proposed Ferrari F40 in To-tip colours. Spirit were showing what look like production versions of the 406 coupé and silhouette car as well as the BMW 2002 and had on hand a prototype Porsche 936 as well as confirming that the planned Courage LMP is still going to be made. Cartrix seem to have found their market with the classic grand Prix series and had what appeared to be finished versions of the Lotus 16 and Gordini T32 on display. MRRC had a big surprise with a prototype Ford MK IV, due out this year, while Sloter plan to add a Renault Alpine A110, Fiat 131 Abarth and a Zytek LM prototype to their expanding liveries of 312PBs and Lola T280/290s. To round out Nuremberg a couple of new names, Avant Slot a new Spanish make, brain-child of a former Fly and Spirit designer, had prototypes of their new 1/32 Audi R10 TDI

and 1/24th Peugeot 307 both with very sophisticated looking chassis and running gear. An Italian company called BRM had some stunning ready to race 1/24th Porsche 956s and finally MB Slot, who are renowned for their range of slot tuning parts, are following rivals NSR in becoming a manufacturer of ready to race cars with plans of their proposed new Pagani Zonda on display.



AA Bodies Cooper Norton, Cooper Bristol, Testa Rossa, and Costin Lister

Away from Nuremberg the general release news brings details of a new metal chassis from Proto Slot to go with the upcoming Alpine A220 and Spyker LM I mentioned in last month's article. Auto Art are set to add a 1/24 Bugatti Veyron and Chiron to go with their 1/32 Bugatti Veyron as well as a 1/24 Dodge Viper Competition Coupé and Porsche 911 (996) in



Resilient Resins new Lotus 25 and part complete Cunningham C4R



Revell USA's Integra and Civic "Tuning" cars

both road and GT2 versions. Here in the UK Maxi Models have now released their pre-painted Super Sport lightweight body kits for the McLaren M6 to go with their MXC Flexi Chassis made from spring steel. This chassis requires no soldering and can be purchased as a fold and use chassis or as a complete running kit with Professor Motor 26,000 rpm motor with silicon cables, ground steel axles, varitraction magnet, Sakatsu flag and soft copper braids, side winder gear set, appropriate wheel set and inserts, and "Indy Grips" tyres. Needless to say one of the bodies and the complete chassis is on order and I'll hopefully be reviewing it soon.

Last month I promised some pictures of some new releases, namely the AA bodies Cooper Norton, Cooper Bristol, Ferrari Testa Rossa and Costin bodied Lister, and Resilient Resins new Lotus 25 and Cunningham C4R. Well here they all are thanks in no small part to Penelope Pitlane chassis and wheels. Also I promised photos of the new Acura Integra and Honda Civic "Tuning" cars from Revell USA, they're not really my cup of tea but for younger slot racers who want to "Bling their rides" I'm sure they'll go down a storm. ■

Numbers of listings continue to remain buoyant on eBay this month at around the 5000 mark in the UK generally and some 2000 extra listings appeared, with a half price listing day, on the only incentive day this month. I note, however the increasing presence of foreign sellers on UK eBay and if you actually tick the box to include European listings the total jumps to 10,000 and to over 12,000 when worldwide listings are ticked. Personally I have had no problems when buying from abroad though you have to be patient with sellers and delivery times. Buying like this does bring its rewards like a Carrera Batmobile for under £35 including £5 p&p from Germany being a good buy this month.

Having attended the MK swapmeet as a stall holder for the first time, I think both swapmeets and eBay are painting similar pictures of the current state of the market. There appears to be plenty of stock about, including some very collectable items, but buyers are on the look out for bargains, mostly at the lower end of the market. I can certainly count myself in that category as well, as many of you reading this know!

As to the collectable end of the scale, some items are becoming difficult to find and, when they do appear, are fetching good, if not silly, money on the right selling day. However why more items are ending up on eBay now I guess is that you will actually sell the item if you have a reasonable starting price and no reserve whereas at the swapmeet it just sits on the table, as I found with a lot of cars that I had priced lower than usually seen on eBay. So, to sum up, in my opinion it is really the middle market that seems to have become rather unpredictable on prices so the advice would be to look carefully if you are buying there, and, expect less but hope for more when selling.

NSCC

This being the 300th edition of the NSCC Journal I decided it would be good to see what NSCC related items I could find on my surfing travels.

The recent Ninco Mégane appears quite regularly on eBay and is still commanding amazing money when you consider that people could, until recently, join the club and buy the car for a third of the price they fetch on eBay. Personally I think it is a bit of a shame that the market price for such a recent release has been driven so high for these cars and I am sure Peter Solari will have had similar thoughts. It just serves as a reminder that you need to do your homework when bidding on the rarer stuff as it could also be available much cheaper elsewhere. As I write there is a BIN (Buy It Now) auction of £130 for the Mégane. I wonder how long that will last? I will check at the end of the report. Following the Ninco thread then, the previous Ninco car - the yellow Clio has turned up during the month selling for £156.05. One at €500 remained unsold but also there were 2 ongoing auctions as well as another in the shop listings for a BIN price of £250. Also noticed were white, red and green Clios with alleged NSCC limited edition stickers for £40 BIN in the shops section that I can not recall seeing before.

Other 'NSCC' live auctions highlighted the Light Blue Escort XR3 (probably in the wrong box), a Jaguar XJ220 and a 1999 NSCC Goodwood Marshal's baseball cap and badge. Completed listings showed an incredible, well to me anyway, £102 for a green Scalextric C561 Rover with the silver one to be listed at a later date or sold privately - I would guess to the same buyer if the seller was half sharp after getting that price. Also seldom seen was a Scalextric C380 Grey Datsun with chrome bumpers that fetched £113 on a Monday night.

Bugs!

Having been asked to get some photos and, continuing the NSCC link, there was a green Bugatti 1983 re-issue that went for £551. A yellow one from the same seller stands at £400 currently. For those of you with lighter wallets though there are several Pink-Kar examples to fall back on, particularly if you are prepared to deal with Spanish sellers, with prices from €25 upwards. No original blue Scalextric ones at any price this month though. A rare one that did appear was a Pink Kar Type 59 GP Chrome Trophy but at €499 no buyers snapped up this one from a Spanish seller. Speaking of Chrome Trophy models, a Scalextric Ford Escort Mexico racing competition prize car fetched £62 during the month.

A Bond set sold for only £1017 this month, but the top price paid on UK eBay was £1551 for a massive 80 foot 6 lane Scalextric Sport setup with trailer and marquee sold as a ready made business opportunity. Now I have done a few fund-raising events with mates from our club and, believe me, it is hard work to earn the money mentioned in the listing if you are doing it purely as a business. Another large auction of note was a near complete set of catalogues from #1 to 43 mainly in excellent condition or mint with only 14 and 17 missing that fetched £305 - something of a bargain bearing in mind what individual ones usually fetch.

This month's prices

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day: Scalextric Box for Bugatti Type 59, C70! RARE! \$6.50 (Seemed a bit cheap. Thurs night.)

Autoart/Scalextric Bugatti EB 16.4 Veyron FANTASTIC CAR £34.25 (Sunday night)

RARE Scalextric Original Printers Block VGC £29.50 (Tuesday night. Similar to those, if not the same as I reported on last year)

SCALEXTRIC Vintage A229 GRANDE BRIDGE SET MINT BOXED £240 (Sunday night and it looked MB apart from a few minor wear marks on box.)

SCALEXTRIC Vintage V33 BENTLEY SET – BOX £127 (No cars but nice box and contents Sunday night)

Rare! Scalextric motorcycle, 2 riders, boxed £53.95 (A good condition C282 combination in green on a Thursday afternoon with £4.50 p&p!)

Rare! Scalextric motorcycle, 2 riders, boxed £53.95 (A good condition C282 combination in green on a Thursday afternoon with £4.50 p&p!)

12 OIL DRUMS FOR SCALEXTRIC SCENERY AND CHICANES £12 (All the drums had their fixing lugs and I should think so at that price and not in a bag. Tuesday night)

Scalextric FORD GT40 “50th Anniversary” C2816 MIB £41 (The Racer magazine car just issued. Seller did well there or did the buyer think they had got a Range Presentation model for a song! Friday morning)

Scalextric Catalogue UK Twenty sixth 26 Edition 1985 £28.51 (Monday night for a mint copy and price list)

Scalextric Catalogue Fifth Edition , 1964 £3.80 (excellent condition but with prices written inside on Friday night)

Scalextric Catalogue Second Edition 1961 £82 (same seller and time as 5th edition above)

Scalextric catalogue 1960 1st ever NOT A PHOTO COPY £103 (Good clean version Saturday night)

SCALEXTRIC 500 SET VERY RARE BANNED ROTHMANS SET £36 (Monday night)

Scalextric C2629 (S) - Porsche 911 GT3-R ‘Schmidbauer’ £225.07 (Plain white model tampoed up with “Schmidbauer Modellauto” but not an official Hornby produced item I have been informed, though Adrian was mentioned in the listing. Maybe that was why this went so high?)

SCALEXTRIC W121 VINTAGE FJ CONTRATE GEARS (12) M/B £62.01 (Someone likes FJ stuff there! Saturday night)

Well I was proved wrong. The NSCC Mégane had not been snapped up at the time of finishing this report. ■



1964 Elva BMW MK VII

By Dave Yerbury

The creator of this successful little sports car was Frank Nichols. It was originally designed for the under 1100cc class to take on the Lotus 23. However, with a great chassis and good handling, the works cars ran with an enlarged 1800cc BMW engine. Tony Lanfranchi as works driver had a great amount of success with this combination and even against more powerful opposition he won the 1964 Autosport Championship.

A lot of MK7 Elvas were sold to private entrants, mainly in the States. There was also success at home, notably Trevor Taylor in the Aurora Gears racing car and Keith St John in the Radio London sponsored car.

The chassis was made up as a space frame using small diameter steel tubing making it very rigid. Fully independent front and rear suspension units were mounted using coil spring dampers. Elva cast their own magnesium wheels which also had disc brakes all round. Many options were available for the rear mounted engine, from a Lotus-Ford-Cosworth through to a Nerus tuned BMW 2 litre giving around 180 bhp. With either option Hewland had a choice of two gear boxes available: the cheaper 4 speed or the 5 speed crash box with quick change final drive gears. The car was most

noticeable for its distinctive front air intakes. This was not for styling purposes alone as it fed the two front mounted radiators either side of the spare wheel. The works cars were always immaculately turned out for racing in a deep green paint work. With a BMW engine fitted, the car would carry a BMW badge under the Elva one on the front bonnet.

Elva also supplied a number of cars fitted with a Porsche 2 litre flat 8 engines. In this guise in 1964, Herbert Muller would go on to take second place in the European Hill Climbing Championship.

In early 1964 Elva was taken over by the Lambretta-Trojan Group and an ill-fated attempt to produce the GT 160 coupé was doomed by the heavy body and the fact it was uneconomical to build. Elva then commenced manufacture of the McLaren Group 7 sports racing cars. This lasted until 1971 when McLaren withdrew from this form of racing. The final cars made by Elva were the BMW powered Mk 8 of 1965 and the Mk 8s of 1966.

This is a small car so I have fitted a Ninco Porsche 356 chassis with narrow wheels and tyres from an MRRC Ford 3 litre. Painted in a dark green it would make a nice addition to the pre 1966 sports car class. ■



Wolverhampton 2007 Earlybirds Grand Prix

by Phil Insull

The Wolverhampton Classic meetings are hugely popular events and the 2007 Earlybirds 50 Grand Prix proved to be as fantastic as ever. With forty-four entrants and probably twenty or thirty visitors, the Wolves club rooms were buzzing with activity from the word go. Saturday gave a chance for some last minute testing and practice with entrants dropping in almost as soon as the doors opened.



Raring to go as the entrants gather round for the pre-meeting briefing

Among the early arrivals were David Lawson and Dave Jones who brought with them their superb Brooklands cars the Napier Railton and the Birkin Bentley. These cars are magnificent and while not eligible for the Grand Prix itself the two Davids gave a display of these two elegant hand built cars.



David Lawson's Brooklands Napier Railton

On to race day and again plenty of people were already in before I arrived at 8:45am. Aside from the registration, scrutineering by Mac and Dave Jones, and general "gawping" at all the great slot cars on display there was a fine central display by Wolverhampton's own Colin Pugh ➡



David Jones' Brooklands Birkin Bentley

who shared part of his “Woody” car collection along with photos of his full size V8 powered “Woody” showing how he took it from a rusty old heap of bits to the gleaming star of the recent House of Commons charity run.

Colin also provided some much needed sustenance throughout the day with the now legendary Wolverhampton bacon butties going down a treat with a cuppa. Other interesting items included Ralph Parker’s Mormon Wasp, Tony Condon’s Carbon Fibre chassis Earlybird, and John Prince’s stable of lovely cars displayed on his own track diorama.



Ralph Parker’s Mormon Wasp

There was plenty to spend your money on too with Bob and Colin from RS Slot Racing displaying and selling a huge range of Ortmann tyres and having examples of their new 1/24th scale kits on display as well as finding time to take part in the meeting. I particularly liked the



Tony Condon’s Carbon Fibre chassis Maserati



John Prince’s track diorama and cars

Lotus 38 Indianapolis car and hopefully will be buying, building and reviewing one soon. On hand were our friends from Penelope Pitlane, with chassis, wheels and body kits available to buy and order, their wares produced a lot of interest particularly as Rob and Lewis were racing their Aston Martins and Rob and Steve (via Lewis) had entered their Bugatti and Aston in the Concours d’Élégance. Also busy were



David Lawson’s Early Vanwall Special carved from wood



My own humble efforts

Tony Condon with his range of fibreglass shells, as were the Fitzpatrick family, with three generations selling their huge range of body shells and parts as well as competing, with Lizzie being the youngest competitor and Margaret adding a touch of class to the trophy presentations. Other renowned faces from the slot world were Chas Keeling of Slot Car Developments, Andy Brown-Searle of AB Slot Sports and the NSCC's very own "Mr Ninco" Peter Solari.

fabulous balsa wood early Vanwall Special (yes really balsa) and Bill Charters Alfa Romeo Bimotore. Sadly yours truly, despite having my own large stable to choose from, could only finish halfway down the Concours field with my Alfa Romeo 159. ➡➔

Concours

On to the day's events then and first off was the display and people's voting for the Concours D'Élégance. With so many quality cars to choose from it was hard to pick just three but that's just what everyone had to do (they can't vote for their own). With such a choice the voting was close but winner was the Penelope Pitlane Aston Martin DBR4/250 built by Steve Ward and entered and raced by his son Lewis. Second and third were Dave Jones' Maserati 250F "low line" and John Prince's Scarab F1, both of which were gorgeous and finished just one point behind the winner, with Dave getting the nod for second by dint of more first place votes. Equally excellent and just a whisker behind in the voting were David Lawson's



The Concours 1-2-3 with Lewis Ward's Penelope Pitlane Aston Martin winning the Spirit of the Meeting Trophy

The Racing

As normal each competitor ran four three minute qualifying heats with the total distance at the end determining where they went in the ladder finals. Some excellent qualifying races saw Dick Smith and Ian Fitzpatrick qualify automatically as the top two for the fifty lap Grand Final, while some notable names seemed beset with car or controller problems among them Pete Emery and Mick Kerr who was forced to borrow a controller when his own packed up before his first heat. The ready to run qualifiers saw Wolverhampton regulars Ian James and Owen Cooper as top qualifiers with Race Controller for the day, Ian, being nearly four laps up from the heats. The ladder finals were split with yours truly salvaging a modicum of pride by winning the C Final of the ready to runs before a combination of my overheating Cartrix Mercedes and my own inept driving saw me last in the B Final. Rob Davies of Wrexham won the B final with Phil Field coming in second to earn places with Ian and Owen in the 25 lap ready to run final. Here came something of an upset as Ian's car had been accidentally knocked off the race control area breaking a rear axle mount and forcing Ian to try and hastily repair his Mercedes, however to no avail as he trailed home last with the Merc doing a good imitation of a kangaroo. The Victor's spoils went to Owen with his Cartrix Mercedes who fought off a spirited challenge from Rob and Phil, with Rob adding the fastest ready to run lap of the day to his second place trophy.

On to the scratch built ladders with again some excellent racing from the likes of David Lawson, Graham Windle, Chris Adams, Eddie Grice, Tony Condon, John Prince and Bill Charters. However, it was Mick Kerr and Mac Pinches who battled through from the B final to earn places in the 50 Lap Grand Final.

The 50 lapper was mesmerising with Mick into a quick lead with his Maserati 250F on an unfancied outside lane with an almost faultless drive. He was chased all the way to the flag by Dick with his Mercedes W196 who finished just four seconds behind after seven and a half minutes racing, Mac's Mercedes W125 held



Margaret Fitzpatrick presents the 50 lap Grand Final Winner Mick Kerr with his trophy

onto the lead lap to finish third while, despite a rapid drive with his Alfa Bimotore, Ian Fitzpatrick must have been amazed to find Mick lapping him just before the flag.

The day's action concluded with our charity raffle with the help of prizes from sponsors Pendle Slot Racing helping to raise over £100 for the Acorns Children's Hospice. Margaret Fitzpatrick helped Mac in handing out the trophies and prizes from Pendle Slot Racing to the winners, with yours truly bullying them into lining up for some photos. As we were all packing up, Charlie Fitzpatrick produced a blast from the past with a fascinating video CD taken from some old cine camera footage of rail racing from ARRA in 1959. The whole event was recorded by a professional documentary maker on DVD and includes interviews with some of the entrants as well as some great action footage. It will be available to order at Wolverhampton Slot Car Club. Perhaps the last words should go to my friend Robert Davies from Wrexham as they sum up what these meetings are about to Mac, myself and the rest of the team, Wolves and all the entrants and sponsors without whose great support we could not stage such popular events. "It's not just about the racing, it's the whole package, Wolves' hospitality, fellow competitor's camaraderie - need to borrow a spare? No problem, your nearest racing rival will, if they have one, lend it to you. Need advice on improving your cars performance on track? It's freely given." ■

Milton Keynes 2007

By Roger Barker

On a planet, in a universe, far, far, away, it's a Swapmeet Jim..... Swaptrekkers log, star date Sunday 18th February 2007, destination, planet Milton Keynes, a location only known as "Woughton Campus". This place is only revealed to "Slot Trekkies", it is an oasis that fills with all things Scalextric, just twice a year.

The winter gathering here is traditionally known amongst travelling "Trekkies" as the "Holy Grail" of like minded inter planetary beings, who converge to swap, sell or exchange their wares to other like minded species for just a few short daylight hours. It is a time when the great and the good from the galaxies gather to discuss all matters concerning their race. My journey began in the early hours, a Star ship known as Vectra collected me from my lonely satellite station in the outer reaches of the slot car galaxy.

Vectra was already laden with ancient goods from far off times and places. I loaded my wares on board, strapped myself into the Cargo hold, and having set my Phaser to stun, set off towards that mythical land far away across the universe, known as "Woughton Campus". My pilot is a fellow Trekkie, who can only be known as Steve. Steve's craft, Vectra, is modern, sleek and fast, unlike my old ageing freighter, that has possibly seen its last slot journey across the galaxy. Steve's craft is fitted with all kinds of cosmic gadgetry to avoid detection by the dreaded Klingons, who manifest themselves on the thoroughfares of the galaxy as small metal objects, known to seasoned travellers as "Gatso Cameras". Our journey is largely untroubled, as Vectra's deflector shields warn us of impending Klingon traps, we safely negotiate through these metal tax collectors, and find ourselves on the landing approach to the Woughton Campus. On our approach, Vectra's sensors warn us that all is not as it should be - the known landing area is strangely empty of Trekkies, with just

tumbleweed blowing across its once fertile slot land. Our sensors tell us of a gathering of life forms just a short distance away. Acting in an instant, my pilot Steve, takes manual control of Vectra to land us within the confines of the new slot Oasis, a short distance away. Several other Trekkies were less fortunate, and had difficult landings in the terrain that surrounded the Oasis. I definitely saw Rear Admiral Cooper and his crew crash their craft into boggy marshland nearby, and Captain Blows from the south of the universe managed to bring his heavily laden craft in close to the docking area, despite too falling foul of this land's treacherous surface. Happily there were no reports of any injuries, and all managed to disgorge their considerable wares into the rarified atmosphere of the slot Oasis. Steve and I unloaded Vectra and found our trading place in the Oasis. We proceeded to display our goods, ready to trade with our fellow Trekkies. Today was to be a momentous day as the Trekkies were to discover if they were to have a new leader and Chief of their race. Many gathered from far off places in the galaxy; some from the planets of Holland, Spain, France and even Maidenhead had gathered to witness the event. Having set up my post, I began to wander around the Oasis to see what had been brought to trade, and it was cosmic! Most notably the afore mentioned Rear Admiral Cooper (known to friends as Derek), and his fellow intergalactic traveller Phil (Smith), had obviously travelled far and wide to bring a stellar array of collectables to the Oasis, the like of which had not been witnessed in one place for many years. Bugattis, Auto Unions, all manner of rare and esoteric cars of most denominations were on display, just too many to mention. It is my belief that many fellow travellers went home with cars that they never believed they would see, let alone own. Just to see these rare jewels in the flesh was proof enough that Swapmeets are great places to attend. Around the hall there ➡➡



were lots of good buys to be had. I know that stalwart Trekkie Adrian added at least three pieces to his collection, not least of which was a yellow C68 Aston DB4. My pilot Steve took home a beautiful blue swivel guide Vanwall. As for the Oasis itself, it has to be said that it is a vast improvement on the previous site. There have been criticisms in the past of the facilities, but the new location is a quantum leap forward, there is now much to help the weary traveller, not least a bar and rest room, along with a cash machine, (still the most desirable form of currency in the slot world), which is very useful for those Trekkies who blow their budget on the day! The event was, as ever, well attended and superbly marshalled by our host Nigel, who appeared happy with the day's proceedings, albeit after a few teething troubles with the sticky parking situation. All attendees seemed to enjoy the day. I know I did!

During the course of the day, news from Star Command was that a new Chief of the Slot Trekkies faith been elected. As you now know Peter Zivanovic has been elected. I wish him well in his new role and thank Richard for his time as Chair. As the day drew to a close and the travellers began to empty the slot Oasis and return to their respective places in the slot galaxy, I had time to reflect on what had yet again been a fantastic advert for Swapmeets. This had been yet again another superb event. This place does have a unique feel and flavour to it, maybe Spock's superior alien intelligence could explain why these events are so enjoyable to so many, after all... "It's a Swapmeet Jim, it's how we like them, and hope they will always be." ■

Issue #300 Competition

This "pre-production final livery approval sample of the Hornby/NSCC Ramsgate weekend 2006 Pace car" is up for grabs in a special competition. The model is missing two tyres, windscreen wipers, plinth, case, motor and guide but will come with a Hornby certificate of authenticity. I also have a copy of the 50th anniversary book available for the runner up.



Questions:

- 1) Which part of the original Scalextric Bugatti was used again in a later issue?
- 2) In which model(s) was it used?

No, the answer is not in this month's Bugatti article!

Answers to the Editor at the usual address - post or email only - closing date Friday 20th April.

In the event of several correct entries Archie, the editorial cat, will perform his usual duties.

Brian