



No. 327 JUNE 2009

Contents

Events.....	2
Dear NSCC.....	7
Messages From Margate....	12
Shipments From Spain.....	14
The Hornby Escort XR3i..	19
Ninco News.....	23
Carrera Corner.....	25
H.P.I. Review.....	27
SCX Review.....	32
Racer.....	34
Kits 'N' Bobs.....	38
Ebay Watch.....	42
Members Adverts.....	45

Editor

Jeremy Naylor
 8 Lindsay Close
 Epsom
 Surrey
 KT19 8JJ
 Tel/Fax:- 01372 200 435
 e-mail:- editor@nsc.co.uk

Trade Advertising

Adrian Leggett
 Roseville
 Westwood Lane
 Normandy
 Guildford
 Surrey
 GU3 2JG
 Tel:- 07773 967333
 between 09:00 - 18:00
 01483 810102 evenings
 e-mail:- sales@nsc.co.uk



WWW.NSCC.CO.UK

THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Have you been Googled Yet?

Everyone must have heard about the new Google StreetView service now on the internet and the trouble it has caused with some who are unhappy because they believe their house/ car/ caravan/ boat/ shed/ dog/ cat etc. are now more at risk to the local burglar/ thief/ villain/ crook/ hoodlum etc. than before, since now he doesn't need to go out in his trusty Ford Transit and reconnoitre the area he is planning to "visit" but can merely sit in his hideout and use modern technology to view and assess whether on a particular dark night it is worth getting cold and wet to go out possibly for no result?

Personally, I can't really see the problems with the new service for at least three reasons, firstly not every area is covered (nor is it likely to be for years yet), secondly when I last looked at Google earth some of the views were at least three years out of date and finally any criminal in his right mind would do a proper real time assessment of the scene prior to his visit (see the Italian Job if you don't believe me!).

Anyway this rambling ties in with a serious note from Martin Kay, the NSCC "webmaster" who has asked me to let everyone know about the change to the events calendar on the NSCC website. The race events and swapmeet calendars are now combined and are on one single "Google Calendar" which is a "live" public calendar and can be subscribed to from other computer applications, office software, mail readers, Windows desktop widgets and so you can bring all the NSCC events directly to where ever you manage your own schedule. All you need to do is tell your other application the address of calendar's web link shown at the bottom of our calendar page on the web site, and if you use Google Calendar yourself you can add the NSCC calendar to your own schedule. Finally on the event page, as well as holding all event details, Google maps and Google StreetView (where available) pops up to provide directions to the venue, all assuming of course the event organiser provides the correct postcode! If you try it out and have any problems please do contact Martin at Webmaster@nsc.co.uk for his assistance.

So until next month

Jeremy





Sir,

I am always looking for fresh content for my Scalextric books and for the 8th edition I am seeking set box images of sets F1038 Team Brasil and F1039 Catalunya Rally.

So if any members have these sets for me to photograph, a free copy of the 8th edition (when it is published in a few years time) will be provided for them.

They can contact me via my email address at:

I am, yours etc,
Roger Gillham

Sir,

Having read Paul Atkins article on the Hornby Ford GT40 in the April Journal and subsequently discussing it with him at the recent Orpington (Phil Smith) swapmeet. The following information is provided for further factual reference to his article.

Ford wanted to go into racing and enhance its image and ultimately win Le Mans which was a huge event in motor racing before trying to buy Ferrari.

Ford of Italy initially approached Ferrari. Unbeknown to them Ferrari had approached Ford a few weeks earlier with a similar deal to what Ford offered later and was turned down by Ford. Being a big company when Ford approached them again, they thought they had changed their minds. The initial offer was for \$18 million but this dropped further and Ferrari turned down this deal.

The first 1963 wooden buck of the Ford GT project is reasonable seen in the K&B 1/25th

Ford GT. The Ford GT 1964 GT101 prototype that was unveiled at Heathrow on 1st April 1964 was fitted with a 256 Indy engine. This car was built using a Lola MK6 as a test buck for its suspension. This was the car that Scalextric based C77 however it had no spoiler in this form unlike the C77.

GT102 ran at Nurburgring and did not finish, it had the double headlight nose fitted Like the Cox Ford GT. Strictly speaking all these cars were pre production and were know as Ford GT's True the Ford GT's first win was at Daytona in 1965 with a GT103 which was running a 4.7litres/289 engine. The 7 litre/427 were first raced at Le Mans in 1965 with long noses covered with canards and spoiler as well as tail fins. The rear panel of the Scalextric model C35 is a reasonable reproduction of the rear of these cars. In all other respects C35 is a hybrid of bits of the Ford GT and therefore a representation of no actual Ford GT. The 1965 7 litre was developed into the 1966 Le Mans winning cars. When Ken Miles was ordered to do a photo finish he thought he was in the lead he slowed down in protest. He had already won Daytona and Sebring and if he won Le Mans he would have been the first to get the treble. Ford did not want the headlines to be about Ken Miles they wanted a Ford win. In the event 'he' was awarded second place because the ACO ruled as he started further up the grid than the winning Miles/Amon Shelby car he must have travelled less distance.

Strangely enough much has been said about the double 1968/69 Le Mans winner Gulf GT40 P1075. But to Ford this was an unknown bonus. But in hindsight for Henry Ford he regarded⇒



the 1966 MKII win as an Anglo American with a New Zealand crew. Which meant when the all American 1967 MKIV with the all American crew Foyt/Gurney won Le Mans and of course the rule changes banning 7 litre prototypes.

Ford officially pulled out of Prototype racing after accomplishing what they wanted with the MKIV. The GT40 was race at Le Mans up until 1969. By then even when winning it was regarded as to slow and heavy.

The Hornby GT40 is not really accurate since the tooling/cost has been made so that the MKI shares the same front as the MKII. The 1966 Le Mans MKII had bulges over the wheel well and a hinged front panel and not central Nascar duct under the screen. The rear is not the right shape on both the MKI and MKII. The rivets round the rear screen are vastly over scale. The addition of the rear spoiler plate to the MKI's specifically P1075 is not needed as it never ran at Le Mans with this fitted.

I notice comments of this spoiler coming off I think this is due to the rear clip having a curvature at the back. The real GT40 never had this feature. My other query is the 6 spoked wheels on the Gulf cars are much to spindly. Fly's are better although their car is not exactly accurate it has rather a squashed look.

I hope the above provides a further insight into both the history of the Ford GT40 and the Scalextric versions, I would like to thank Paul for taking the time to produce his article and others that he may contribute in the future.

I am, yours etc,
Allan Feldman (355/88)

Sir,

I have recently joined South Lincs Scalextric Club, who are all a friendly and approachable bunch. I do not claim to be one of the quickest competitors often coming near the back of the field, but its all good fun anyway.

What would be nice to see in the Journal would be information and technical advice on setting up cars and more information on local clubs, what they offer and when they meet up etc for racing.

I am, yours etc,
David Mincher (3534/09)

BY **ROB SMITH**

MESSAGES

FROM MARGATE



email: factory@nsccl.co.uk

Don't ask me what has happened to the Scalextric 2009 release schedule. I think someone in Margate or China has ripped it up and thrown it away. There has been just one new catalogue release in the past month. However there is some interesting news about forthcoming non-catalogue releases.

New Releases

C3026 Ford GT40 MkII 1966 #4

C3026 is another Ford GT40 from 1966. This time it is the #4 car resplendent in gold with green across the nose. What else can I say!

Coming Sometime

The Collector's Centre car for 2009 is C2964. Originally stated as a Ford Cortina MkI this has now morphed into a Gold Leaf Lotus 49. Whilst that is good news, the downside is that it is identical to H2852, which was part of the Spanish only Formula SuperSlot magazine subscription. I know how all those of you who paid over the odds on eBay will feel about this and I did try to persuade Hornby to make a change, any change to the car so there was some differences. It is due to be with your local Collector's Centre shortly.

C2951 the Ford Cortina of Bob Janes has been released in Australia just this week, I will



give you more news next month when my car has made the long trip from Australia. Likewise the Chevrolet Camaro C2975 Big Red, which is a USA only release, should be in the shops this week. Hopefully my car will be here before next months deadline.

Definitely coming in the late summer is the latest exclusive from SlotCity in conjunction with Pendle Slot Racing and GetSlotted. This is C3027 Scalextric Ford Escort MKI RS2000. It is a Limited Edition of just 1,500 and the pre-production pictures look great as it is finished in white and blue (photo by Dave of DM Multimedia). Tantalizingly they suggest that this is the first of several Limited Editions with more to follow!



Online

Obviously looking for something to do, the Scalextric marketing department have embraced the internet in a big way recently. The Club has started tweeting at: <http://twitter.com/ScalextricClub> although someone else has cannily grabbed the Scalextric Twitter account name. Scalextric also have a FaceBook account at: <http://www.facebook.com/pages/SCALEXTRIC/18843261681> and a FaceBook application at: <http://www.facebook.com/apps/application.php?id=60502017824> where you can buy virtual cars and give them to your friends. It's easy to follow the links on the Scalextric website to become a follower. There is also an official Scalextric YouTube channel at: <http://www.youtube.com/officialscalextric>. I'm not quite sure what the point is but it will be interesting to see how it all continues to develop. Of course you can also visit Slotraccoon at: www.twitter.com/Slotraccoon as well as the web: www.slotraccoon.co.uk for all the latest news. ■



**SHIPMENT
FROM SPAIN**
By Gareth Jex

email: shipmentfromspain@nsc.co.uk

In addition to reporting on SCX products for this month I will also be updating you on Spirit products. This is due to Tecnitoys partnering with Spirit on the distribution of their product in some regions (including the U.K.). There has always been a close relationship between the two companies especially on the digital side, where Spirit produce RTR cars with SCX digital chips (see last month's special livery). These reports may not be every month but just when the need arises and there is some news to bring you.

I was expecting a relatively quiet time this month, but some of the planned release dates for cars has been brought forward so we have some new product to report on. A number of the cars

have already been released in Spain much earlier than expected, but delivery to the U.K. is taking a little longer than normal, but the following cars should all be available from your normal retailer now.

SCX new releases

BMW 320i WTCC Ref 63830

Bright red white and blue livery as driven by Giuseppe Giro in the 2005 WTCC (World Touring Car Championship), the car is modelled on the Belgian Spa-Francochamps race where Giuseppe finished 15th. It has 2-





wheel drive fitted with an RX 41 motor (as the previous released BMW 320) set in a tilting motor cradle.

Fiat 131 Abarth Ref 63890

Another new livery for the classic rally car. For those of you not prepared to purchase the Altaya cars (which are a lot more expensive now due to the Euro) this is your chance to obtain the iconic 'Alitalia' livery in white, green and red.

This model is based on the car used in the 2006 historic Rally Elba Storico by Gianluca and Giorgio Pesavento (well actually modelled on the car at the start, it didn't finish as it started – enthusiastic driving!). It has 2-wheel drive with an RX42 motor and lights. From event photographs the livery looks pretty good with only the small previous event stickers missing from the roof. ➡



Aston Martin Ref 63870

Another livery for the popular Aston Martin, this model represents the Gulf Aston Martin DBR9 as raced by David Bradham, Antonio Garcia and Darren Turner during the 2008 24 hrs Le Mans winning the GT1 class. I will leave another NSCC member who is rather passionate about Astons to give a full review over the next month or so.



Mini Cooper Ref 63960



Shown at the German Toy fair as a mock up no one could say if the model would be a new mould or a re-release of the Exin mould. It's the later and I'm sorry to say the mould is showing its age. The detail is not what we have come to expect of recent SCX models and simply put, it is the wrong shape for the car it is supposed to represent. Based on another historic rally (in fact a road rally not a stage event) from Spain, the livery is actually a good representation of the actual car. The grill, wheels, bumpers and

figures are all wrong being based on the 60's Mini Cooper rather than the John Cooper 90's edition. All that said it's still a Mini and they are popular. If SCX had released this as a vintage car then all my comments would not be valid, but they have not – which is a shame.



SCX UK events

Malcolm Scotto from the Wolverhampton Scalextric Club has contacted me to advise that they will be hosting two SCX events. The first is the U.K. round of the SCX Classic Rally Proxy held at their club on three tracks on the 22nd and 23rd August 2009. The deadline for inclusion in the first round of racing in Norway is the 1st June, but to ensure the NSCC is represented I have prepared a suitable car in suitable livery to enter. Those wishing to enter can still do so but you will receive a late penalty so check the web site for details (<http://scx.proxyracing.com/?channel=tracks>).

The second event that Wolves are running is a weekend SCX digital event. Final details are being thrashed out, but tentative dates are 19th/20th or 26th/27th September 2009. (I will



update you as soon as I know more). The plan is for people to be able to buy or rent SCX Digital cars for the weekend racing. AEC will be supporting the event and prize will be on offer. You can check out the Wolves web site on WolverhamptonScalextricclub.com for more details.

SCX Spain events

Tecnitoys recently held a small exhibition event in a Spanish shopping centre in Barcelona. An example of virtually every model made was on display, but interesting to us was the displays of prototypes, moulds, different colours and decorations. Copyright prevents me from publishing any photos but take a look on the Passion Slot web site for details and pictures (<http://pasionslot.mforos.com/1552574/8040910-exposicion-scalextric-en-l-illa-diagonal-barcelona-del-5-30-mayo/>).

Spirit releases

As previously mentioned I will now try to update you on U.K. Spirit releases, I must admit that my information comes from the U.K. distributor and not the manufacturer direct so forgive me if any errors subsequently become apparent.

BMW 625 "Gitanes Ref 9728" & "Bastos Ref 9735"

It is a refreshing change to see a totally different type of car released and these cars do look stunning. These are the second and third livery releases of this model. 2-wheel rear drive with a Spirit Le Mans motor (24,000 rpm @



14.8V). It's a long car at 150mm long x 58mm wide. Handling should be fun (no magnet). The U.K. Prices (2009) will be the same as SCX products (RRP). We are racing these cars at my local club so I will report back on how they perform soon.



VW Golf Rally "Jagermeister" Ref 9738

Another re livery of a previously released model, this rally Golf should prove popular in the iconic orange livery. I'm not familiar with the specific rally, driver or year so perhaps someone can enlighten me?



Porsche 936 Coda Lunga 'Martini' Ref 9736

Also released this month is a new livery for the Porsche 936 in stunning Martini livery. Fitted with the fast SX01 motor (20,000 rpm⇒⇒)



@ 14.8v). The picture shows the model without driver figure, but the released car does come with one.

Peugeot 205 T16 “Michelle Mouton” Ref unknown

These cars proved extremely popular on the rally tracks and indeed with collectors so I was pleasantly surprised to see a new livery announced at the Toy fair. This simple livery in white is that of legendary female driver Michelle

Mouton driving the ‘Penthouse’ car at the 1986 Monte Carlo rally. It has a drop arm guide and is 4-wheel drive, actually it is one of the best 4x4 slot rally cars available and all the previous releases are very hard to find.

SCX Skoda Club car Update

Please note that I have now stopped taking orders for the second cars. There are still some cars available, but these will be distributed either at swapmeets or by other means by the club. ■



The Hornby Ford Escort XR3i

By Paul Atkins

The Ford Escort XR3i was the first boy racer car of my generation and as such has a special place in my heart. The XR3i started life as the XR3 in September 1980 as the third generation Escort, with its front wheel drive and 1597cc CVH transverse engine producing 96bhp at 6,000rpm and a 0-60 time of 9.2 seconds. It was not until 1983 that we saw the XR3i after the XR3 was given to Ron Mansfield of the SVE (Special Vehicle Engineering) being built in Saarlouis, Germany, it now had Bosch K-Jetronic fuel injection increasing the bhp to 105 and increasing its top speed to 120mph and thus lowering its 0-60 time to 8.5 seconds. The XR3i evolved into two new versions, the RS1600i and the RS turbo both of these cars were made to satisfy the Group A regulations to allow the Escort to race and rally.

The Hornby Escort XR3i was first seen in 1983 (catalogue 24) with the C307 and C308 as individual cars and the first set featuring the XR3i a year later with the C676 Ford Escort XR3i Racing set that included the C327 and C345 cars as well as a double banked oval track. Only a year after the first cars were released we then have the hardest to find XR3i of all being the NSCC Limited Edition car C307N with only 80 being made. Other notable XR3i's would be the Australian cars C838 and C140. The C838 depicted a Ford Falcon whilst the



C140 came as a plain white XR3i with two sets of adhesive decals to depict a Holden Commodore or a Nissan.

The complete list of the Scalextric Ford Escort XR3i is below unless of course you know better.

- C126 – Bardahi – Yellow
- C140 – Commodore – Race #5 – Made for Australia – White
- C140 – Nissan – Race #15 – Made for Australia -White
- C307 – Shell Race – #21
- C307N – NSCC Limited Edition – Light Blue
- C308 – Texaco – Silver
- C327 – Race #12 – Red with Yellow/Orange Stripes
- C341 – Same as C327 but with Front and Rear Lights

⇒





C342 – Silver with Blue Stripes

C345 – Same as C342 but Without Front or Rear Lights

C375 – Palmer Tubes Mills – Race #17 – Type 1 Black Spoiler and Mirrors – Green

C376 – Mobil – Race #5 – Type 1 Black Spoiler and Mirrors – White

C389 – Ilford Photos – Race #100 – White with Blue/Yellow/Pink Stripes

C390 – Bosch – Race #16 – Black with Yellow/Red/Green Stripes

C392 – Same as C375 but with Green Spoilers and Mirrors – Only Available in Australia

C394 – Ford/Shell – Race #5 – Type 1 – Yellow with Blue Stripes and Bonnet Triangle

C394 – Type 2 – Same as Above but With Red Triangle on the Front of the Roof

C395 – STP Sky Travel – Light Blue

C433 – Pirelli – Race #23 – White

C441 – Texaco – Race #24 – White

C446 – Supersnaps – Race #10 – Yellow

C460 – STP – Race #9 – Blue

C837 – Same as C376 but with White Spoiler and Mirrors

C838 – Palmer Tubes Mills – Same as C375 but With Green Spoilers and Mirrors – Only Available in Australia ■





The hottest news this month is the launch of the NSCC 2009 Club Car which this year is manufactured and supplied by Ninco. As previously announced, this year's car is based on the totally new Ninco-S Lotus Exige GT3 and is strictly limited to 500 units available only to NSCC members. The unique livery designed just for this club car consists of red, gold and black – three colours that can be easily linked to some of the most iconic Lotus race cars from the brand's fifty-seven year history.

During a timely visit to the Ninco plant in Barcelona, I was able to see first-hand, the pre-production model of this new Club car. Full production is now underway with a completion target set for the end of July. All being well, these

models will be available for collection at the Brooklands slot racing festival this summer as well as from the Milton Keynes and Orpington swapmeets towards the end of the year.

With numbers of this unique car limited to just 500, you are advised to get your orders in quickly! An order form enclosed with this month's Journal which should be filled out and returned to the NSCC Treasurer, Shaun Bennett. Payment details can be supplied on the order form or through the NSCC website. Requests received before the end of July will stand the best chance of success to secure this beautiful club car whilst any orders received after this date will be fulfilled on a first-come, first-served basis.





first-served basis. *(Should more than 500 requests be received before the end of July, members names will be entered into a hat, with the first 500 allocated a club car).*

Staying with the Lotus Exige, another pre-production car spotted during my visit does not appear in the current catalogue but is definitely on my “wish list”. A striking bright yellow livery, liberally decorated with a number of sponsor logos, this Exige is based on a road-rally version linked to an Official Lotus Dealer & Technical Centre focusing on motorsport upgrades for road or competition use. *Sworn to secrecy, I can say no more!*

Ninco-S releases now available include the Porsche 997 “Insviar” (50530) which is similar but not identical to that shown in the catalogue. It is another rally version of the popular Porsche and is powered by the robust NC-5 Speeder motor. The livery is that of Valencian rally driver Manuel Aviño from a recent Spanish national road-rally event.

The GT category is further extended with the release of a stunning Lamborghini Gallardo “Blancpain” (50531). This year sees Swiss watch manufacturer “Blancpain”, team up with Lamborghini to launch what has become known as the fastest one-make series in the world! The Gallardo has already been released in a number of race liveries as well as making appearances in two very special Limited Edition liveries celebrating the Ninco World Cup. This Super Trophy series began last month in Italy and will

see the remaining five race weekends being held in Germany, Belgium, U.K., Spain and France supporting main events such as FIA GT and DTM races. The Ninco-S Gallardo makes an ideal model for a one-make series at club level. if your club is holding such an event please let me know.

The brand new Ninco-S Ford GT (50532) is also close to completion and should make an appearance this summer. It is an awesome looking model, very different from the classic-style GT40 models that are in abundance in the world of slot-cars. The Ninco-S model is spot-on with regards to dimensional accuracy when compared to the full-size “Matech” sponsored car which competed during the 2008 ADAC GT Masters and FIA GT European Championships. It can be seen contesting this year’s championship in a similar livery.

The Ninco-1 Corvettes announced in the April edition of the Journal can now be found at slot-car stores and are perfect for introducing budding young drivers to the hobby. The “Monza” (55003) and “Phoenix” (55004) are available as N-Digital versions carrying reference numbers 55016 and 55017 respectively. Each of these Z06 models are powered by NC-11 motors as part of the Ninco-1 specification. The range is set to expand with race versions of the Lamborghini Diablo and Ford Mustang as well as race liveries for the Chevrolet Ultra due for release later this year.■





Email: carreracorner@nsc.co.uk



Something a bit special this month is the release of more detail on the Carrera Morgan models. The Morgan Motor Company based in Malvern, Worcestershire celebrates its centenary in 2009. As you might expect a number of events are planned to celebrate this landmark for one of the world's smallest but most determined car manufacturers.

Fans of the Morgan marque and British sport cars will therefore welcome the new releases from Carrera.

The new models cover both the 1970's and the naughty noughties with the Morgan Plus 8 and the Limited Edition Morgan Aeromax from 2008. The Aeromax will be available in metallic Grey and in British Racing Green. The Morgan Plus 8 in Green and blue. The blue one



will actually be a different shade the one in the picture as the picture is of a pre production model.

The new models are well up to Carrera's high standard. Although only analogue versions will be on sale in the UK, a digital conversion accessory pack will be available for digital lovers. All cars come with usual Carrera details as well as LED light front and rear, and Carrera will also be releasing a Morgan set at some time in the future.





It will be interesting to see if any racing versions follow on from these first releases. The Aeromax is running riot in the FIA GT3 championship with two wins and a second place so far this season, so would this would make an interesting example for Carrera to reproduce.

These new models tie in nicely to Morgan's Centenary celebrations this year. Carrera will be in attendance at two key Morgan events around the country, with demonstration tracks. Slot fans can see Carrera at the Prescott Garden party at the famous Prescott Hill Climb venue in

Gloucestershire 25th and 26th July 2009. Then on the 1st and 2nd August 2009, Carrera will be at The Morgan Festival at the Cheltenham racecourse with a huge Carrera race centre rig which will allow all visitors to try Carrera's new Morgan's for themselves. ■

H.P.I. - In The Groove

Nissan Skyline R32 GTR

By Colin Spark

Nissan Skyline R32 GTR

Rumours have been banded about in the slot car world for some months now, suggesting that H.P.I. were going to enter our playroom. Pictures of cars were posted on Slot Forum back in December 2008 and the general consensus was “I want one of those!”

Well, that time has come, delivered to my door only last week were two shiny new H.P.I. Racing slot cars, with the legend “High Performance Racing” proudly printed on the black box sleeve in chrome lettering.

For those of you who have never ventured into the world of radio control, let me tell you, H.P.I are BIG. They produce some serious competition models along with playthings. From racing cars to mud-pluggers, you name it and they’ve got it pretty much covered.

So why have H.P.I. decided to make slot cars? This is one of several questions I attempted to ask Christoph at H.P.I. but unfortunately he has been unavailable for comment, so these will have to keep until next time. All I can say is that it’s a pretty brave move, considering the unstable market at the moment.

I have been onto the official website to try and grab some information but the English site doesn’t even mention slot cars. I finally found reference to the range on the Japanese website but if you select the English language version, slot cars disappear! As I’m not fluent in Japanese it was pretty useless, apart from pictures of the cars I have in front of me. So, not a good start in the support area.

However, having now trolled through the twenty pages of “News” on the English site I can say that if H.P.I. get into slot cars in the same way as they have with radio control, then everyone else had better watch their backs. The range, the parts and the company-supported events are mind blowing.

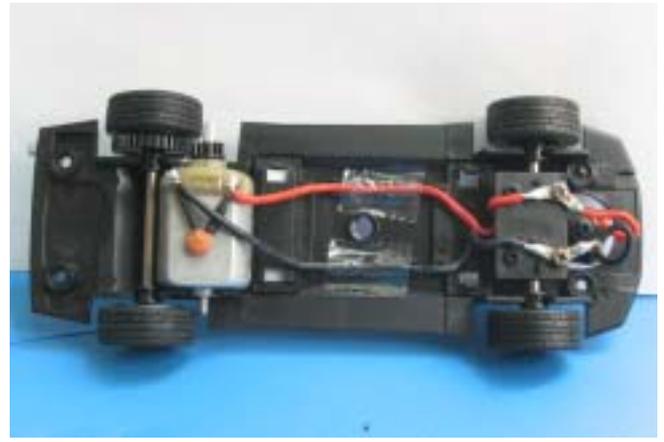
The car that is the boy racer’s choice. Will it be the same in 1/32 scale?

The smart black sleeve with chrome lettering over a sturdy, sensible sized crystal case gave no clues. I looked inside and well disappointment. A road car, a silver road car at that so look into the other box then, a grey road car.



Let’s get them out and perhaps things will improve. The paintwork is the first thing you notice. It’s superb, flawless and incredibly well lacquered. The high gloss finish suggests it will take a few tumbles and not get marked. That’s→





good, as we wouldn't want to ruin the tampo print of the badges. Wait a minute! They're not tampo print but they are stickers. Not decals even but just stickers.

I turned the car over to hopefully relieve my increasing disappointment. Oh dear, a solid chassis with two position slots for a bar magnet and what looks like a standard 18,000 rpm Mabuchi motor. The guide though, does look promising. It's spring loaded, long and reasonably deep. It is similar to a cut down version of a Slot-It wood track guide, some good news there then.

moves smoothly and returns to centre easily. Gear mesh is very smooth, although there were no signs of lubrication being present.

Looking inside the body section I was pleasantly surprised to find that the full lighting system and interior were securely screwed in. These extra eight screws may increase weight but I can assure you that the interior isn't going to be hanging out after a collision. The full-length driver sits in a sturdy seat with room for a full-length passenger to be added, if you so wished.



The obvious thing to do now is to have a look inside. The four retaining screws are well and truly tight, so I thought I'd loosen them off to see if I could achieve any body rock. No chance, as the chassis is a tight fit to the body all round. This would need some plastic removing if it was to get any movement. The sidewinder-mounted motor still gave no clues to its performance capabilities but it is neatly installed with the wires securely taped in place. The guide

Talking about the driver, where did he come from, Lord of the Rings? He has the cranial structure of an Elf, the hairstyle of a Seventies footballer and no face! Must do better – he's dreadful. So screw the body back on and let's get down the track.

All Show And No Go?

I have a simple test track that comprises of eight long straights, a 180-degree turn, another





eight straights and back again. A simple test of straight-line speed and cornering. The track is Carrera and for some comparison I used a Ninco Mégane and a Scalextric Nascar. All cars were new, fresh from the box and completely untouched, a fair test then.

First up, to get some sort of measure, the Nascar. Off down the straight and off at the first bend. Off down the straight and off at the second bend. So, fast on the straights and brake well before the bend and then re-apply power gradually. Sorted.

Next up, the Mégane. The standard Ninco tyres couldn't cope with the power and the wheels spun from the start making the car fishtail all the way to the bend. Into the bend then followed by an amazing 360-degree spin and off across the floor. To be honest I couldn't improve on this, as the grip was terrible. I know it's a favourite of club racers but remember these are box fresh cars.

Finally, then it was the Skyline's turn. Power on and go, go, go!!!! In a blaze of bright head and taillights the Nissan belted down the track, into the first bend at full throttle and around the bend like it was on rails, down the back straight, around the bend and off again onto lap two like a scalded cat. Unbelievable.

This car is seriously quick, straight from the box. No tweaking, no lubricating, no adjusting, nothing.

I'd previously looked at the tyres, as I would, and thought they looked and felt hard and lacking in grip. How wrong could I be? Certainly on Carrera track these work and work well, outperforming Scalextric and Ninco. So, from a bad start to a blistering finale, this car is going to rip into the club-racing scene. Once those of the dark art have tweaked it will be extremely competitive. Throw on some decals, especially to the white version and you'll have yourself every boy racer's wet dream!

The four colours available are Silver, Gun Metal, White and Deep Red. Both MRE and Pendle have all these cars in stock. The bad news is that they are £43.99.

From looking at the website, it seems there is a possibility of the Nissan R35 being released, which looks gorgeous. However, don't take my word for it, as this is all guessing at the moment. Hopefully I will get some answers from Christoph to include in my next article.

At the moment this isn't going to be regular column, only appearing when cars are released, but if the range increases dramatically then you could be seeing H.P.I. – In The Groove, on a regular basis. ■



AMG Mercedes C- Klass DTM Ref 63730

By Steve Baker

Hopefully a different type of review, as I did a review for the previous SCX C-Klass Mercedes, I was therefore in a position to do a comparison between the old and the new ones.

However before that, I will provide a brief introduction on the particular car that this was modelled on as follows.

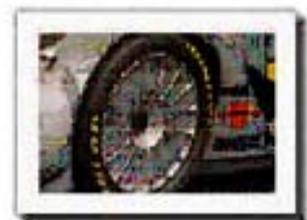
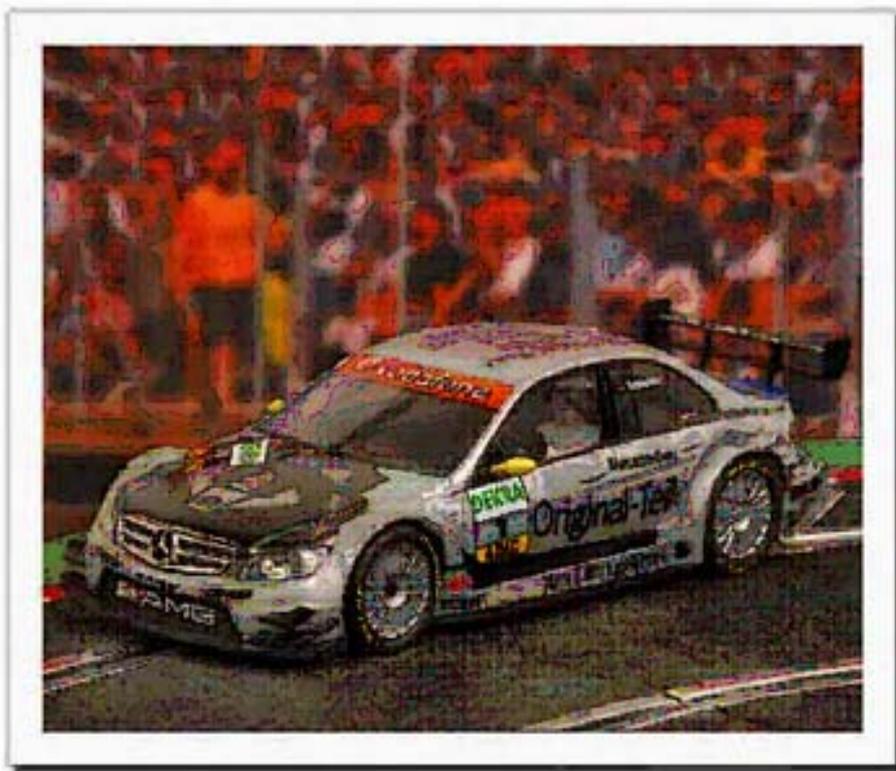
This is the car, which competed in the 2007 DTM, the German Gran Turismo championship, and featured a 4.0-litre V8 engine delivering more power than its predecessor, up to 476 horsepower at 7,500 rpm. Also, the bodywork of the Mercedes C-Klasse DTM had been redesigned to improve its aerodynamics and driving.

The team was made up of Bernd Schneider, Mika Häkkinen, Bruno Spengler and Jamie Green, who took sixth place in the German championship.

The Mercedes C-Klasse DTM was the most efficient car in the championship even if it did not finish in first place. The design and building process began in March 2006 and in January 2007 Bernd Schneider made his debut in the race at Estoril (Portugal) alongside Bruno Spengler. They finished first and second respectively.

The German driver Bernd Schneider has won more than anybody else in the history of the DTM, and retired last year at the age of 44. He won a total of 43 races for Mercedes-Benz out of the 226 in which he took part. He took pole position on 25 occasions and scored 59 fastest laps. So far no other driver has managed to equal his record.

So onto the SCX version and first the visuals and it does have the latest in high quality looks when put under close scrutiny, this one does have a slightly different look to it. That's because



this car is manufactured differently which is the important thing with this car, and is pointed out by the literature supplied by SCX. Unless you know what to look for you'll be hard pressed to notice what has changed. However the change here is that virtually the whole body of the car is cast as a one-piece item in clear plastic with every part of the livery is printed onto it. The additional bodywork parts are the chromed parts, rear wing and the wing mirrors everything else is part of the one-piece clear plastic body, including the front and rear light lenses. The reason for this is that having only one major body part makes the car significantly lighter, so lowering the centre of gravity and therefore it should be faster and handles better, which all sounds great.

So how does the paintwork stack up? Well overall it's very good, the sponsor logos are all crisp and clear, as is the picture of the engine on the bonnet. The bonnet picture actually shows the bonnet having been 'blown open' to show the engine within. But I do have a couple of problems with the paintwork on some areas. First the black paint for the window surrounds; these are always excellent on cars where the windows are made as a separate mould and inserted into the body, but on this car they aren't as sharp as they could (or should) be. But my bigger concern with this method of manufacture is that after a few crashes and the paint has chipped (as indeed this one has) you can see through it, which means being clear plastic underneath any paint chip stands out and even on this silver car damage is easily spotted, so it's likely stand out more with bright coloured vehicles.

Now the factual bits, the car weighs 91 grams, which seems a lot to me for a lightweight body? Of those 91 grams the body itself weighs 29 grams. It's fitted with the RX42B motor, mounted in-line with gearing of 27 to 9.

So how does it perform, and how does it compare to the previous C-Klass? Well to give some perspective, I've been running my old C-Klass in our DTM class at Farnham for months so it's well run in and I'm used to exactly how it

handles, so to try to even things up after I'd done the 'From cold' times I gave it a good few laps to get it up to temperature, and loosen up a little.

NOTE: both cars are run with a Tarn model foundry weight in place of the magnet, no other weights are fitted and all times are in seconds.

	(62920) TrekStor	(63730) Vodafone
From Cold	13.1	13.1
Warm –Slowest	12.9	13
Warm – Fastest	12.55	12.75
Hot	12.45	12.65

By coincidence one of our members had a rolling road with him on this night so we put both cars on it. The TrekStor got up to a very respectable 29kph, with the Vodafone only managing 25kph.

This tells the story of a car that isn't run in which of course it isn't and it handled like that as well. I had far more off's with the new one and it felt as though the nose was light causing the front to bounce on the guide.

First conclusion was that when I was given the car to review some three months ago was that I would definitely stick with my old C-Klass for now and keep running in the new one and I could give therefore give it another go at a later date.

Now that three month have passed and the car is run in, It's now a much more difficult choice. Lap times have come down and are almost identical now and I've sorted the front-end bounce with the application of a little hot water and a thumb.

So which will I be using next time we race DTM's? Well the old Trekstor still has the edge, sorry but I still find this to be the better car for me. To look at and in terms of appearance I prefer the Vodafone version, but to race no I'm afraid not at the moment as it just isn't as competitive enough for me. ■



It's not often that I look forward to going into work, but when you are expecting a parcel of Racer goodies to arrive this completely turns my views around. The excellent service provided by Gary & Ali at MRE meant I was pretty confident that a parcel would arrive on a given day. This rare feeling has happened to me twice in recent weeks, as the first five resin masterpiece replicas of 2009 have been issued by the Racer factory, these being the brand new Alfa Romeo T33/3 (2 off), a Chaparral 2E, Ferrari 312P and last but not least a Limited Edition Ferrari 330 P3.

Apart from an in-depth look at these new releases, there's also some updated news on other projects currently in progress at the Racer headquarters based in Milan, Italy. Photographs once again this month courtesy of Slot Car Amazing Shot (and some I have taken myself).

Alfa Romeo T33/3

Racer have now released the first of their brand new Alfa T33/3's. Two replicas are available and represent the short tail version. Later in the year four long tail versions will be released representing the entire 1970 Le Mans team. Further short tail cars will follow into 2010.

The Alfa "Tipo" 33 was first developed in 1968 by Alfa's subsidiary company Autodelta. The first version was a road car (Stradale) and given the not so surprising name of "Tipo 33". Subsequent racing versions were named "T33/2", "T33/3", "T33/4", "33TT12" & "33SC12" respectively. The T33/3 made its

debut appearance at the 1969 Sebring 12 hours event, but was outclassed by the Porsche 908's & Ferrari 312P's. This despite the engine being enlarged to 2998 cc from the T33/2's 1995 cc. The first season was not good for the T33/3, but success was to come with the occasional race win and helped Alfa attain third place in the manufacturer's championship. 1971 saw another step forward including a win against the all-conquering Porsche 917's. This year saw Alfa finish second in the championship. Eventually the T33/3 was upgraded to a T33/4, which had a 4 litre engine fitted, but that's another story to be told another day maybe.

Autodelta #4 - RCR47A

Despite competing in separate events, both cars share virtual identical liveries. The only differences being minor sponsor logo's with the #4 car having a yellow bonnet panel and the headlights crossed over with red strips. Like all



Racer reproductions detailing is of a very high standard, which includes a gear box protruding from the rear, mounting struts, a rear view mirror mounted on a tripod, photo-etched grilles, cockpit detailing and not forgetting the lush red finish of the paint work to name but a few. This version represents the car driven by Nanni Galli & Rolf Stommelen competing in the Buenos Aires 1,000 kms in 1970.

Autodelta #6 - RCR47B

Modelled on the car driven by Andrea de Adamich & Piers Courage to first place in the Buenos Aires 200 miles in 1970.

Chaparral 2E Official #66 - RCR48

As mentioned in my introduction, this is the second version of the highly detailed Chaparral 2E to be produced by Racer to-date. Attention to detail is second to none and goes to show the lengths Racer will go to in producing a scale

replica. For example, the engine flutes (which are produced by a third party manufacturer) have been individually hand lathed from a light alloy. Racer then take these flutes and individually glue them to a painted resin engine head and to further highlight the detail, each fuel tube running around the flutes is hand painted in silver, red & blue. In all there are over 40 photo-etched parts making up this fine piece of craftsmanship. Parts such as the windscreen, rear view mirror & aerofoil are manufactured in plastic. This is so that they can be easily replaced in an event of damage during a race. The latest model crafted by Racer depicts the car driven to second place by Jim Hall, competing in the Can-Am Riverside GP in 1966. This event formed the 5th round of the Can-Am championship. Four cars finished on the same lap, with Jim Hall's Chaparral splitting the two "Team Surtees" Mk2 Lola T70's. These were driven



by no other than John Surtees himself (1st) and Graham Hill (3rd). Jim Hall had the satisfaction of setting the fastest lap.

Compared to the previous #65 car released last year (RCR43), this new version has some very subtle differences, which may not be obvious at first glance. The main difference is along the sides in that this latter version has curved lower side panels, whereas the previous car was flat and much squarer. Also, the latter version has a white rear wing with no photo-etched winglets (compared to blue with photo-etched winglets). The only other differences are the sponsor logo locations and the small air scoop attached to the lower side panel, which is approximately 2mm further forward on the new car.

Although not confirmed, it is hoped that another Chaparral will be produced by the end of the year. I mentioned in a report last September that a 2-car Limited Edition set could be seen and this is still on the cards but does remain a distant possibility due to cost etc.

Ferrari 312P NART #57 - RCR49

This is the fifth 312P modelled by Racer to-date and the third decorated in the NART livery. This version represents the car driven by Tony Adamowicz & Chuck Parsons competing at the Le Mans 24hrs in 1970. Despite completing 281

laps the car was unclassified.

Compared to the previous two “NART” models (RCR31 & 32), this version does have its own unique detailing. The front winglets are a different shape and it has a tiny photo-etched wind deflector mounted on the bonnet.

Ferrari 330 P3 Official #14 - RCR G1

As the catalogue reference number might suggest, this model is no ordinary release. In fact, you would be right in thinking this, as it has been designated a Limited Edition. Quantities of this beauty are restricted to 150 units worldwide and to reinforce this an individually numbered plaque is fitted to each of the display bases. Also included is a card certificate of authenticity. The card (which is folded in half) has a message written inside, both in English as well as Italian (of course). The message reads, “Racer Slot cars hereby certify that this model is part of a Limited Edition of 150 pcs artisinally produced and assembled by experienced staff in our factory in Italy”

The model represents the car driven to victory by John Surtees & Mike Parkes competing in the Monza 1,000 kms in 1966. Formerly known as the “Coppa di Monza”, the race formed round three of the International Prototype Trophy. The race was fought in wet





and windy conditions and despite there being problems with the wiper blade, managed to lap the entire field by lap 40. In fact the wiper blade became totally useless and failed to work at all, but that didn't stop Mike Parkes setting lap times, which were nearly as fast as when he could see where he was going!

The model itself is virtually identical to the previous two models (RCR41 A/B); only this one has slightly smaller front winglets. It is decorated in a lush Ferrari red and apart from the number roundels is totally void of any sponsor decoration.

Latest Developments

The next masterpiece due of the production line is the brand new Porsche 935J (Joest). Two "Liqui Moly" sponsored cars will be available simultaneously and given catalogue references RCR50 (A & B) respectively. Following on from these will be the much anticipated Ford P68 and like the 935J's two versions will be released together and also have their catalogue references appended with either an A or B respectively. It is anticipated that the Porsche will be available during June and the Ford's shortly after.

Silverline Series – The Assetto Corse has undergone final assembly of the first prototypes. The first of these was shown at the final race of the Sideways Daytona prototype series in Milan recently. To reflect the difference in performance over the standard 500 Abarth, the Assetto Corse will be fitted with a more powerful long can

motor. It will be available initially in three colours, being grey (RCR-SL02G), red (RCR-SL02R) and white (RCR-SL02W), each carrying the same racing number (#49).

The 500 Abarth is still being produced and will appear soon in a new livery. It will be black with red decoration (different to the previous version) and be fitted with a much more realistic photo-etched wheel trim inserts. This is the first version to have these new inserts, of which will be made available as a spare part if anybody wishes to upgrade their existing models.

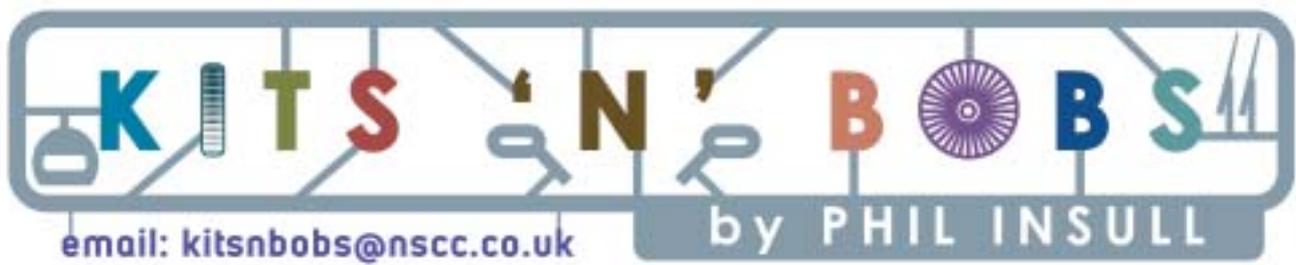
Sideways Riley – At the time of writing confirmation has just been received that the two "MSR" sponsored cars have been delivered from China. This means by the time you read this they will be available worldwide. Details of these are as follows: -

RCR-SW03 – "Michael Shank Racing" Orange/Black #60 – Milville NJ Motorsports Park 2008

RCR-SW04 – "Michael Shank Racing" Blue/Black #6 – Utah Miller Motorsports Park 2008

Stop Press: Just before the copy date deadline, details have been released regarding the fifth Riley Mk.XX. This will be the "Telmex" 2008 champion car and decorated in light blue & white. No prizes for guessing what the catalogue reference number will be, but for those that haven't worked it out, it is RCR-SW05. Expect delivery of this is around June/July.

Till next time – Keep the Passion! ■



Following on from last month still no Forza Slot.It for June, but I am working on a piece for July with top Slot.It Challenge Junior Lewis Gough. Together we will be looking at taking the new angle winder Audi and race preparing it to Lewis's championship leading standards. If an old timer like me can learn interesting tips from the new breed of slot racers I'm sure a good many others out there can too!

completed some 264 laps, which would have seen it 14th had it not retired. The second is the Porsche 907 finished as Elford and Maglioli's 1968 Targa Florio winning #224 machine, although the decals are included to allow you to do the Scarfiotti / Mitter and Hermann / Neerpasch cars from the same event. All three cars have been built using PCS32 chassis (for which they seem designed) and mainly Slot.It mechanical parts.



Ghost models Healey Repco & Porsche 907

As promised last month the new Proto-Slot Kit (PSK) Aston Martin DB3S Le Mans 1954 has arrived and I have managed to get it built along with two versions of the Lancia D24 one being the #36 1953 Carrera Pan-America winning entry of Fangio & Bronzoni and the other being Alberto Ascari's #602 Mille Miglia winning car from 1954. I have also finished two earlier Ghost Models kits (by PSK). The first of these being the #34 Healey Repco SR-XR37 raced at Le Mans in 1970 by Roger Enever and Andrew Hedges, retiring in the last hour having



PSK Aston Martin DB3S, Lancia D24's & MMK Aston Martin DB3S

Also out now is the Aston Martin DB3S Coupe from MMK, which I personally think isn't quite as good looking as the PSK version, but it does of course come ready to run rather than as a kit and is available in the U.K. from World Classics. Sticking in France Le Mans Miniatures has released the #15 and #16 Rondeau M379B's in Le point livery from Le Mans 1980. Ragnotti & Pescarolo in the #15 car retired after 10 hours when the Mader prepared Cosworth engine blew a head gasket, but the #16 of Jean Rondeau and Jean-Pierre Jaussaud made history by being the first (and so far only)





LMM Rondeau M379B Le Mans Winner 1980

time a driver has won Le Mans in a car manufactured by him and named after him. As ever detail on the model version is exquisite as you'd expect from LMM and these are currently available in the U.K. from MRE.

Last month I promised you pictures of the finished version of Penelope Pitlane's new Ferrari Dino 246, well here it is and she's a real beauty. I understand that PP have a new SMJ chassis and this will now fit all the 1950's style F1 bodies they produce. There is also a new FEa

chassis which allows lots of flexibility when building front engine cars, which in turn allows for full cockpit details on certain models.

I also promised pictures of the new 1/24th scale Toyota Team TOM's 88C from BRM. I have chosen the #36 Minolta sponsored car driven by Lees, Sekiya, & Hoshino to 12th place at Le Mans in 1988, for no better reason than I really like the livery. Having given the big 1/24th machine a run on Wolves Aldersley track it really was quite nimble for such a big car and →→



Penelope Pitlane 1958 Ferrari Dino 246



BRM's 1/24th scale Toyota Team TOM's 88C

hustled round in about 8.5 seconds, which is not too bad considering you can't actually hit the cars full power anywhere on this twisting circuit. These are available now in a number of liveries from Pendle Slot Racing.

Over to Spain and a new version of their gorgeous Mk II Jaguar has just been issued by Slot Classic. This is the white and red 1960 Tour De France #78 entry driven to victory by Bernard Consten and Jack Renel. I understand

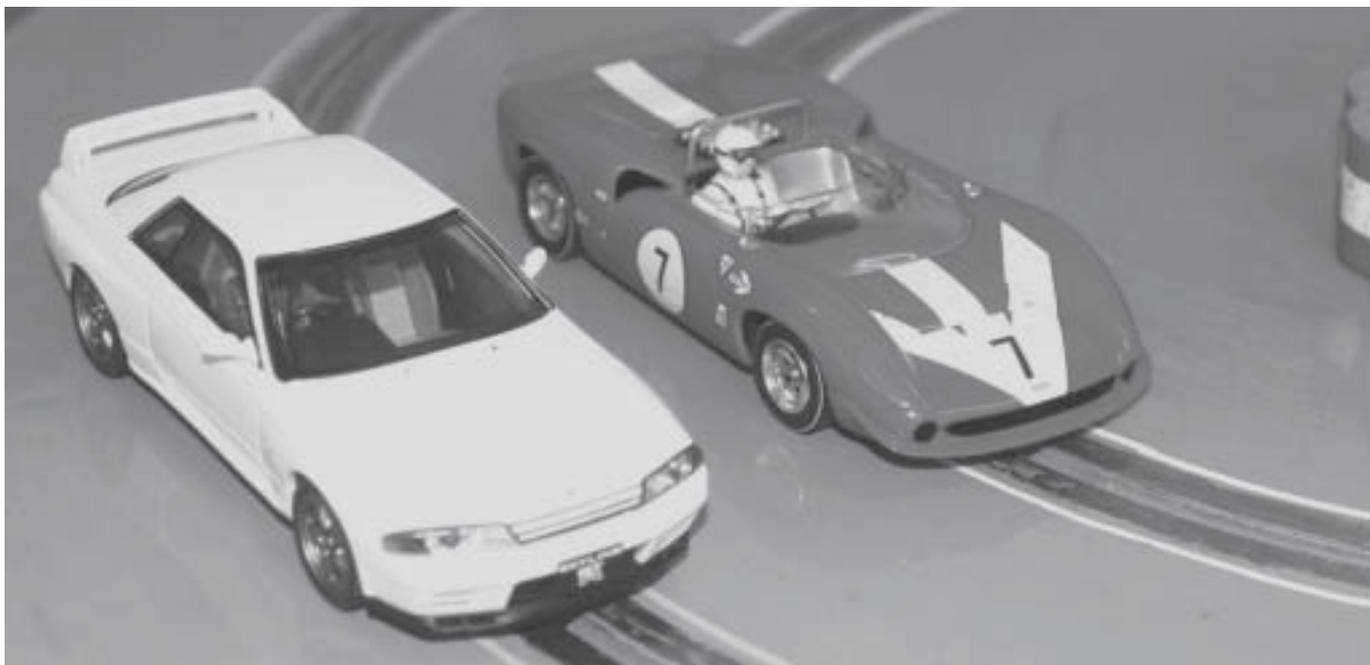
that the RTR versions are all pre-sold but there are kit versions still available if you are quick. Believe me when I say that these are literally slot car works of art.

Moving on to plastic manufacturers, Revell have just released a smart looking Lola T70 Spyder in the famous red and white #7 John Surtees livery, while MRRC have released a trio of ready to race cars with a new livery #3 Chaparral 2C, #37 Porsche 904 GTS Sebring



Slot Classic 1960 Jaguar MK II Tour De France Winner





HPI Nissan Skyline GT-R (R32) & Revell Lola T70 Spyder – Surtees.

64, and #97 King Cobra Riverside 64. H.P.I. have the new Nissan Skyline GT-R (R32) out in white, silver, gunmetal and red pearl metallic colours, these are all available in the U.K. from Slotbox. I have gone for the white one as it is just crying out for some Castrol decals! Steve at Slotbox also tells me that the latest NSR Porsche 917K in Sandeman livery is due soon along with the Abarth Grande Punto. I was most impressed with the speed that Steve and Mark were getting from a standard NSR 917K around both Wolves main tracks last week, just awesomely quick. It made me want to throw out my Fly and SCX ones for being so painfully slow by comparison.

Auto Art have two new releases in 1/32nd the first of these being the 1988 Tour De Corse rally winning Ford Sierra Cosworth of Didier Auriol and Bernard Occelli. The #8 car looking good in its white and green Panach sponsored livery. The second release is the BMW M3 GTR #43 car of Duncan Huisman, Pedro Lamy and Bob Said, which finished 2nd behind the sister #42 Schnitzer prepared car of Muller, Muller & Stuck at the 2004 Nurburgring 24 hours. Finally for this months news is that new manufacturer Pioneer is about to join the slot car market with some interesting releases. Expected in 2009/10 are the Steve McQueen Bullitt Mustang GT390

and the assassins black Dodge Charger, with plans for a 1970 Plymouth 'Cuda, 2005 Corvette GTR, 85 IMSA Mustang, a 68 Dodge Charger and three '67 Mustang fastback kits.■

Whilst the listing numbers remain fairly steady despite the fee changes highlighted in previous columns, the auction only side of eBay listings has fallen to around a third of the total 11,000 listings seen on the U.K. site with the rest being the increasingly seen Buy It Now.

Interestingly enough on the U.S. site I could only see a similar number of total listings but there was nearly double the amount of auction style listings. However it is not as clear as that though, as by hitting the Buy It Now only button on the U.S. site it throws up over 17,000 listings as it includes store inventory items as well. Why you don't see the store inventory items on the U.K. site though is a bit of a mystery to me unless the .com and the .co.uk shop site results are set up differently, so if you have worked that one out drop me an email as I would like to know. Personally I think this could be a concern for the big U.K. sellers with shops, as unless buyers specifically go to their "eBay shops" or narrow their search to specific items, so many potential buyers will not see these items.

Following on from last month's news about Hornby Hobbies listing on eBay and the ultra rare chrome micro Transformer car they listed, I can report it sold for only £13.70. Despite this "ultra rare" status I was even more surprised to see an identical car listed a week later that made £22.21. - Not so "Ultra rare" then and not the same car as two lots of positive feedback were left! After the initial selling enthusiasm from Hornby listings from them appear to have dried up for the time being, but not before they managed to shift most of the stock they listed and secure just under £1,500 of sales. (No I am not an "anorak" counting every sale but I do find the "Goofbay" sellers history tool rather helpful for reviewing and summarising this kind of thing!)

Vanquish MG

Now I know there has been a lot of debate particularly on SlotForum in the past over the scale of these cars from this now defunct manufacturer, but some of these models are attracting a bit of a following on the bidding front, particularly in the Formula 1 stable. These caught my eye this month as one Gold Leaf Lotus reached a rather heady £180 on a Sunday night. The "JPS" and "Lucky Strike" followed from the same seller with a more modest £80 and £77, with the more readily available blue "Brooke Bond" bringing up the rear at £73.50 all be it with a cracked case. These auctions were highlighted by the seller to stand out and attract more attention on the UK site which certainly worked as barely 10 hours later another "Brooke Bond" car made only £33 on the US site. Other VMG cars attracting premium bids were the Gulf coloured Mirage Ford's at around the £50 to £60 level. Mind you there are still a few models around from certain sellers in the more palatable £20 to £30 price bracket, so do your homework before madly bidding away on this make of car but I would say grab one quick if you don't want to be paying top dollar in the near future.

Prototypes

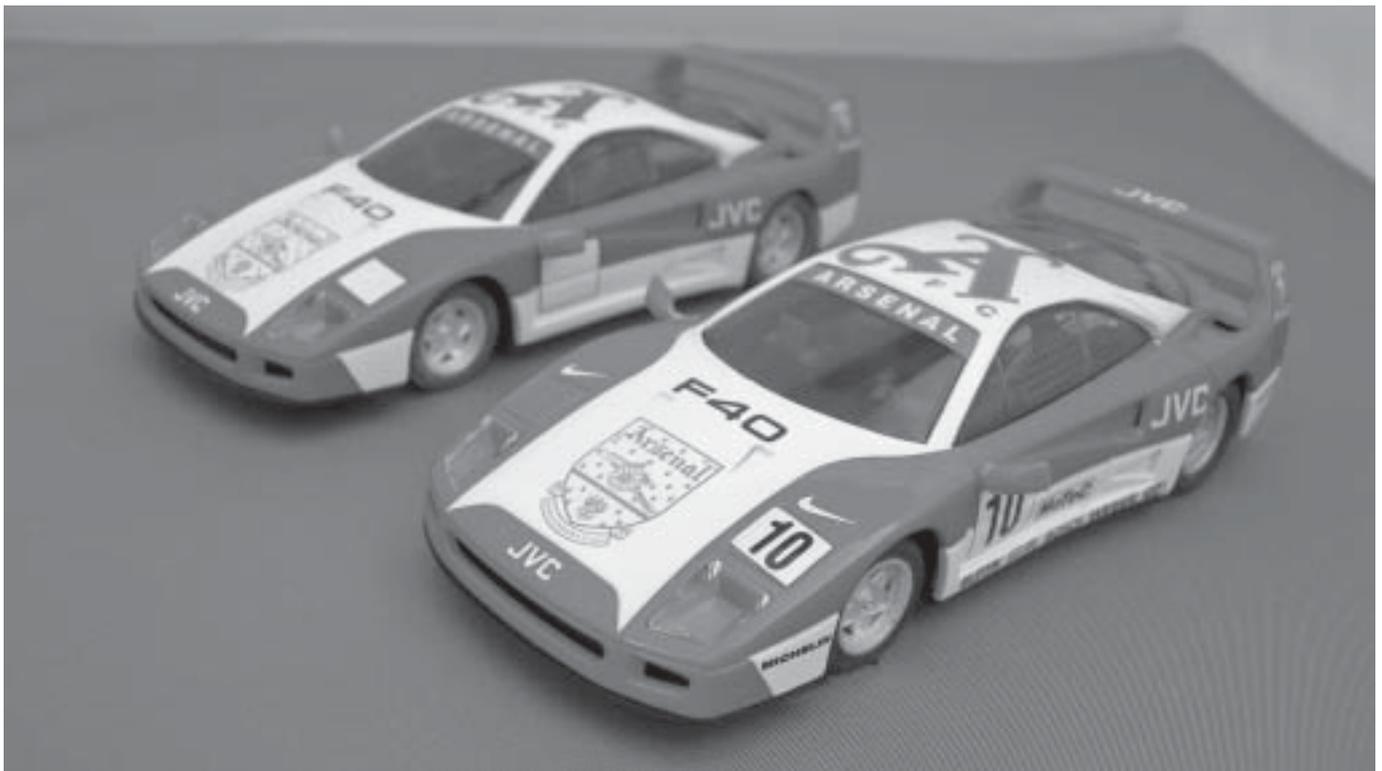
This month saw some interesting models listed including a few prototype/rare models from the Scalextric stable. It is difficult to know with some listed prototype items whether the items are genuine or not, as sellers are not always Slot car specialists and have little provenance to back up their sales patter. One such item I myself took a bit of a "punt" on was a Ferrari F40 in Arsenal colours. It was a reported as a prototype, 1 of 250 made but never issued and came from a seller in Ramsgate





who was selling on behalf of a former Hornby Hobbies employee. (Bit of a clue there I thought) Most Scalextric collectors are aware of the F40 football cars done and maybe this description of 1 of 250 put some bidders off but closer inspection of said item showed some subtle differences from the production version. The photos in the listing did not show these

particularly well but obvious differences were Nike “swooshes” on the front wings, JVC on the rear wing and various sponsors along the white sill. Now they could have been transfers added on so, maybe that’s why bidding just topped the £16 mark late on Friday night. With no reserve I was elated to find my snipe bid came up trumps. (160333936452) The following⇒⇒

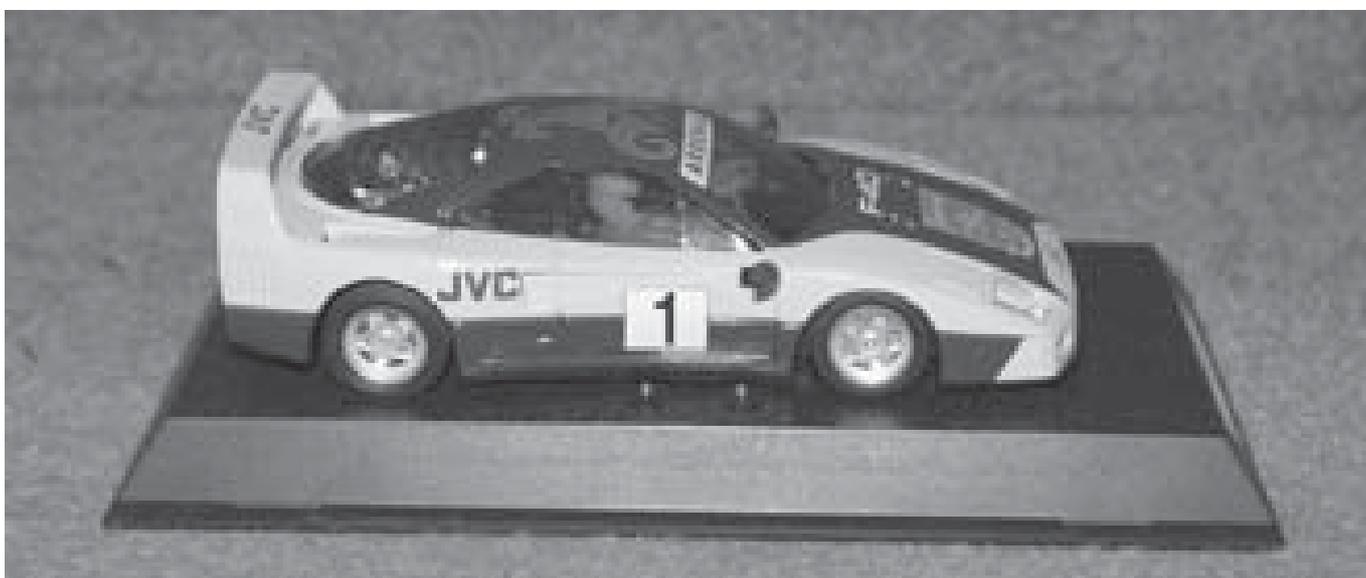




morning at 7.00am in fact the same seller had another prototype Arsenal car but this time in the away colours of blue and yellow and supposedly 1 of 2 made. (160333997743) It looked very similar in the base colour scheme to the "Igol" car but again had the Arsenal markings. Despite this early morning finish bidding was a little more competitive and this time out of my sniping bid range at £115, but still a good price for a bit of prototype history. Having received my winning "home" car and shown it to some other collectors and Roger Gillham, opinion seems to be it is a genuine factory car with the extra markings all tampo printed on, though Hornby do not seem to have

any record of these cars being made. Other differences I noted were the red is slightly brighter; the "A" slightly different size on the roof and the Arsenal crest is in lighter shade of red on the prototype car. Maybe they were a "night shift special"? I have some photographs of both cars, which I can email to you if you are interested in seeing them in more detail than the photographs in this article.

On the rare theme still, a couple of clear mould flushes with a hint of colour of a BMW and Ford Mondeo attracted buyers at £180 BIN. Top price though I noted was for a James Bond set in great original condition with a very nice box. Described as a genuine loft find and



“an excellent investment when interest rates are so low there’s no point keeping the money in the bank.” it attracted a winning bid of £2,030.01. As to who bought it I don’t know, as winning bidder identities are now hidden as well as all the bidders, which is another eBay move I don’t particularly like from a buyer point of view as it is nice to see who is buying what and to make sure you are not being “bided” up on an item. You can work winners out with a bit of effort using the winning bidders star and if you have an idea who the regular buyers are as a guide, but it is by no means easy. (I did with the away Arsenal car, which went to a well-known eBay slot car dealer so, keep an eye out for those late Sunday night auctions).

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

LIMITED EDITION SCALEXTRIC TVR TUSCAN ONLY 250 MADE £191 (Year 2000 Employee presentation model on Monday lunchtime)

SCALEXTRIC FACTORY UNCUT BODY VERY RARE £7.50 (A Spanish Peugeot 905 Body SRS Uncut body on Thursday afternoon 250428430355.)

Fly RARE Ferrari 512: prize for 1:1 Rally Drivers TRECE £246 (C73 Ferrari tampo printed on bonnet for winners of 1:1 rally sponsored by Fly on Monday Lunchtime. Approx 60 made. 220417032752)

Scalextric 2009 Range Presentation Chaparral 2F Ltd Ed £88.80 (Sunday night)

BOND BUG SLOT CAR, FOR SCALEXTRIC. £41.12 (1/32 conversion on Saturday night 190307457557)

Early Tinplate Maserati Scalextric Racing Car – Working £190.12 (Excellent example in yellow and blue box looked as new on Sunday night. 160332160466 Seller sold another for £180 BIN a few days later and a nice complete tinplate set 2 for £395 BIN)

Scalextric 28th edition catalogue 1987 £22 (Excellent condition with price list)

SCALEXTRIC 3 TIER TOWER COMPLETE STUNNING PAINTED £207.76 (The title said it all on Thursday night 300311689297)

Slot it SICA03B Porsche 962C Repsol Le Mans 1988 £92 (Slightly used on Sunday night)

Vintage Triang Scalextric C82 Blue Lotus F1 Car Boxed £49.48 (Seller struck lucky there. What credit crunch? Sunday night)

EARLY TINPLATE SCALEXTRIC CAR - RED MASERATI – BOXED £180 (BIN Excellent condition in blue and yellow box 160334631657)

Scalextric Rare Black Bentley C64, UNTOUCHED ATTIC FIND £73.50 (Bits missing and seller had slightly lower feedback % 360154072334)

Scalextric, YELLOW 21 HP ALFA ROMEO,C-65, France!! £304 (some minor faults from Dutch seller on Sunday night)

rare Scalextric PT/94 boxed £69.89 (Old shop stock from German seller on UK Ebay on Friday night)

Rare Scalextric NSCC Ford Ecorc XR3i MB 1 of 80 cars. £260.01 (On Sunday night)

Rare Scalextric NSCC Datsun 260Z C380 MB 1 of 180 cars. £94.92 (On Sunday night) ■