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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

It's Not long to Christmas!

So as I write this Summer is now at an end, the weather is becoming more Autumn like and some annoying bloke in my local keeps stating the obvious just to remind everyone that it will be getting light later in the morning, dark earlier in the evenings and the weather will be getting even more cold and miserable than it has been this Summer and of course the looming expense of the season fast approaching.

Still we have had some fun this Summer, particularly the Brooklands event, which is covered in more detail later, but which I must say I enjoyed thoroughly and which it would appear was a great success.

I hope you managed to attend and perhaps got a bargain or two as well as having a go on some of the attractions? Of course the added attraction of the museum I think helped, so other members of the family or indeed friends who came could find something else to do if their interest wasn't in slotcars. The added bonus of being able to collect this years Club car was also a plus point for me and like everyone else who has commented it is indeed an impressive car.

The record attempt was successful, but not without a some problems which given the scale of the feat was no surprise and I must say that whilst walking around on the Sunday I could often overhear people saying it could never be achieved, so well done to all those volunteers who made it possible and shame on all those cynics who ever doubted it.

Of course the other positive at this time of year is the increase in the number of swapmeets and the fact that some manufacturers (I'm thinking Hornby here) finally get into gear with their new releases and start getting out the exciting new models they have tempted us with since January and that despite being new can often be purchased at a swapmeet for a few quid less than R.R.P.

Anyway I hope I haven't depressed you all with thoughts of Christmas, remember it is still nearly four months away or should I say seventeen weeks?

So until next month

Jeremy



BY **ROB SMITH**

MESSAGES

FROM MARGATE



email: factory@nsc.co.uk

At Last the 2009 production schedule has changed up a gear and there have been plenty of new releases to enjoy this month including two brand new models.

C2983 Mercedes-Benz SLR McLaren Top Gear and C2984 Ford GT Top Gear

The Top Gear brand is very strong and anyone who can is jumping on the bandwagon. You can't blame Hornby for joining in with their range of three special Top Gear cars driven by the Stig.

The Aston Came out last month and was a unique colour but apart from the Top Gear number plate on the rear and the Stig driving the SLR is identical to the standard silver SLR release - C2632. The same is true of the Ford GT and this is identical to C2823 with the addition of the Stig and a number plate!

C3007 Ferrari F430 GT2 Tafel Racing # 71

At first glance there is nothing unusual about this Ferrari F430 GT. It is attractively finished in



metallic blue and white with dramatic flashes of red within the intake nostrils and across the top of the windscreen.

However, it has black windows and no interior but it is not a super-resistant car. Hornby are creating a new price point with a R.R.P. of £32.50 by cutting out the interior. What do you think? How long will it be before someone fits clear windows and an interior from another car?

C3006 Lamborghini Gallardo GT



This Lamborghini takes the opposite approach to the Ferrari F430 recently released but at the same price point. It is a super-resistant car but has a fully detailed livery. Which do you prefer? The livery itself is an attractive orange, black and white affair from the British GT3 championship.

C3019 Mini Cooper Works Challenge

This livery looks very familiar as it started out on one of the super-resistant BMW Mini Coopers. In this fully detailed Cooper S version it has





gained some nice detailed logos around the base of the body and a racing number of 1.

C2974 Ferrari 308 GTB Makela Auto Tuning 1977 #3

This is a brand new car for 2009 and a cracker too. It is a Ferrari 308 GTB in a rally livery! Perhaps a strange choice but this yellow, white and very dark blue livery is stunning.

In the beginning of 1976, Ferrari homologated their 308 test car and began initial

tests around Fiorano. This car was intended to be capable of races like Le Mans, but never raced probably due to Fiat's restrictions on Ferrari. Ferrari initially called their new car the Versione Sport and offered the engine upgrades to potential race teams. Not soon after, Ferrari changed their minds and decided to out source manufacturing of the car to Giuliano Michelotto who had prepared the successful Lancia Stratos out of his Padova-based facility. The Ferrari 308 GTB was launched at the Salon de l'Auto in Paris, just two years after the 308 GT4. Ferrari got the FIA group 4 homologation papers for the 308 GTB in November 1976. Scandinavian speed shop Makela Auto Tuning built this Ferrari 308 GTB into an FIA Group IV specification rally car.

C2990 Nissan GT-R Red (Drift)

Another brand new model is the super-resistant Nissan GT-R. This one works quite well and there is sufficient detail, both moulded and printed to make a pretty convincing model. It has a plain red paint scheme and comes with a





drift chassis with the 360 degree rotating guide.

Coming Soon

No new specials are being reported for the Christmas season this year with Hornby focusing on selling the standard range. Even the new Argos Autumn/Winter catalogue contains no exclusives amongst their considerable Scalextric offerings.

The next big release should include the special Lewis Hamilton World Championship celebration car. This is C3025A and contains the #22 McLaren complete with a fully detailed helmet. I think that this makes it the same as the Airfix kit released last year! It will have the Limited Edition etched metal plaque on the base and comes in a large silver display box. I am a bit disappointed that rumours of a gold or silver plated car didn't prove to be true!

The SuperClub SuperSlot is undergoing a review at the moment and there hasn't been a club car for 2009. The plan is to be back on track with a new look, a new management team and a new car next year.

Rumours have reached me about next year's Scalextric Club car and it should encourage membership to grow further. I can't tell you exactly what it is yet but there will either be several versions of the club car on offer, or different versions for sale to members – look out for your renewal reminders towards the end of the year.

Charity

I recently handed a cheque over to Hornby for



just over £6,000 raised at the Hornby/NSCC weekend back in March. Hornby are now supporting the Toy Trust and our money has gone there. The toy Trust is the charity of the toy and model industry and funds raised go to help disadvantaged children across the U.K. I am sure you will all agree that this is a worthwhile cause for us to support. ■



VW Golf Gti Mk 1 Tuner 4

By David Lord

On returning from my summer holidays, I got home to find the latest car that Jeremy had asked me to review. The Carrera VW Golf GTi MK 1 Tuner 4, in bright orange!

After 10 glorious days in Italy with clear skies and bright sunshine, I found I had to get my shades out again. “Why would anyone paint a car this colour?”

When I’d had a good look round the car, I actually started to quite like it.

The model is up to the usual high standard we have come to expect from Carrera, with a smooth, even paint finish and crisp clear lines. The car has windscreen wipers front and rear, near and offside door mirrors with silver in place where the glass would be. A detail I personally like to see, but not always present on slot cars. I particularly like the seven spoke wheels with the spokes being black, the rims chrome and the wheel nuts silver, a nice touch. Tyres are of a high performance style road tread, again a nice touch and it shows that someone is actually thinking about what they are doing when it comes to adding detail to these cars.

The front grill is fitted with 2 headlights, the VW symbol and of course the “GTi” badge.

Inside there is still only the flat driver tray



with little detail on the dash board, this seems to be one area where Carrera don’t seem to bother much. I guess you can’t see the insides when the car is whizzing around the track.

The underside of the Golf has what has become known as the “rudder” at the front, but there is a smaller guide that comes with the car, in the neat storage area in the box, along with spare braids, wing mirrors and magnet spacers. There is the customary Carrera reversible switch feature, and also the motor is mounted in its own pod, which is adjustable. There are two magnets, one in the motor pod 28mm x 5mm and one in the main chassis 38mm x 5mm both adjustable, but thankfully not powerful enough to hold the car on a piece of track upside down.

The small square piece of plastic next to the switch is for digital conversion, and there is even a date stamp on the plastic! Why?

The body is fixed to the chassis with four





screws, two just inside the front wheels and the other two cleverly hidden underneath the exhaust grill at the back. Which I must say that when I first started to take the car apart confused me for a couple of minutes (well it doesn't take much these days to be honest).

The Track Test

The track used for this test is the Alton and Winchester club track, which is MDF/copper tape 70' /lap 4 lanes.

OK onto the track, the head and tail lights light up from a low voltage/slight trigger press and stay alight while the car is rolling.

A couple of slow laps and then I started to push a little, it's nice, it feels heavy, but well, it is a Carrera car. Quiet though in a straight line but for some reason there is a strange grinding noise when I accelerate out of the corners. I can't



quite figure out what's making it, it sounds like the gears but there is very little movement in them so I doubt it's that. It doesn't seem to roll on like previous Carrera cars have, they *are* known for having no engine braking.

This is a fun car to drive, the motor is powerful enough to give slide and wheel spin when required and has good acceleration of the line. And for a car that looks narrow and high there is very little roll, it does de-slot when pushed that little bit too far but let's see what happens when I start to fiddle.

OK we're lubed up and motor pod slackened. A good 0.5s off the lap times and I can really feel the difference the motor pod makes now that it has a bit of movement. Time to true the tyres to see if I can stop the little bit of bounce the car has, though it has to be said there is not much. That's better the wheels were obviously of a different kind of round than that you see normally and another 0.5s of the times. The tyres give good grip but also let the car slide rather than just falling over. The main thing I found when testing this car is that it likes to de-slot, and although I would be loathed to put yet even more weight in a Carrera car, I think it needs something over the or near the guide, but that said I would happily race this car and I'm sure it would be competitive.

The couple of times I did roll the car I noticed that the paintwork scratched very easily, maybe another coat of lacquer needed.

Overall though another good job by Carrera and they should be happy with the progress they're making in the slotcar market. ■



Lotus Exige GT3 "NSCC 2009"

It was good to meet so many of you at Brooklands last month and thank you for all the kind remarks about this year's NSCC Club Car... I can only agree, it really is a stunner! Some members that had failed to pre-order were lucky enough to purchase cars during the event and as with the 2006 NSCC M3, it has attracted a number of new members. The remaining cars (*less than 100*) are sure to sell out at the next swapmeets but if you

don't want to risk disappointment, I suggest you fill out the order form and send it in *very* quickly.

For those of you that remain undecided, here are some detail pictures of this fabulous Limited Edition slot car.

A Grand Day Out

The recent swap meet event held at Brooklands this summer proved to be a truly enjoyable day out. Glorious weather smiled upon us for the entire day and it was wonderful to meet many ➡





members who collected their Club Cars. The MHSC Rally circuit in the Press Room attracted a great deal of interest and was well organised by the guys from Slot32. The Ninco "Raid" track combined with Rally-loops and the new single lane Ninco track sections were assembled to make a challenging layout for people of all ages. Each driver had three laps to complete the circuit within a set time and if successful, their name was entered into a prize draw which was held at the end of the day. Consistency was the key to meeting the target time; by keeping a cool head and not pushing to the limit, the set time could be achieved. If the driver pushed too hard resulting in de-slotting, the chances of making the target time were reduced. *I couldn't resist having a go.*

Three years in the making!!!

Cast your minds back to 2006 and Slot Rally GB at Toyota HQ. With the promise of a night stage, I set about listing all the ingredients required for a suitable car to enter:- First of all it just had to be a Ninco car. Second, as the event was being held at the Toyota UK headquarters, it would have to be a Toyota. Thirdly, as with all good rally cars, it should include ProShock suspension. Fourth on the list was lights (*you can't have a rally car competing in a night-stage without lights*). Finally, the livery should reflect the year - 2006. Although I managed to gather the necessary parts required and commence preparing the vehicle, it proved difficult trying to find time to build it when there were so many other things to attend to such as distributing the 2006 NSCC





Club Car, design and assembly of the “Race of Champions Rally Stage” for this event, extensive work-related overseas travel *and* normal home-life.

The event passed, the project was shelved and despite a couple of resurrection attempts, it was only recently that time permitted me to finally complete the project.

I used a standard Toyota Corolla bodyshell and with the help of some cutting tools in my very own “kitchen based chop-shop”, I fitted it to a Pajero “Raid” chassis. This was the easiest route to adding suspension as well as 4-wheel drive to the Toyota. Although not a perfect fit, it was remarkable just how close the body and chassis married up.



Installing lights to slot-cars can be a tricky affair (*but I do like a challenge!*) and even though Ninco make an excellent light conversion kit, I wanted something a little more than just one set of head and tail lights. I therefore turned to the “Overdrive” range of LED kits and set about ordering enough to fill four bonnet-mounted spotlights, two headlights, two rear lights and two brake lights. In addition, an “exhaust flash” kit can be easily installed in the light circuit so a pair of these was acquired too. A total of twelve (*yes, twelve*) LEDs, three circuit boards and some fine wiring would have to squeeze its way into the chassis which already housed suspension, motor and twin band-driven 4WD system. Some extra modification to the chassis was necessary to accommodate oversized exhaust pipes to hold the exhaust flash lights. The Ninco bonnet-mounted rally light cluster (*long since discontinued but can be hunted down at swapmeets*) provided a suitable home for fog and driving lamps.

I found the best way to fit the lights into place was to glue the lenses into place, add a touch of body filler on the inside and drill 3mm holes through the lenses. Be warned, the holes need to be a shade larger on the inside to ➡



accommodate the LED flange; this can prove difficult to do when the light cluster is already fixed to the bonnet.

Before installing the lights, I stripped the body down to the original plastic and sprayed the chosen colours (*blue, green, white and red*). Since Italy became World Cup holders for the fourth time in 2006, this colour scheme seemed to be appropriate at the time. The painted livery was then adorned with suitable sponsor logos, these being - “Goodyear” (*well, it was a good year for Italian football*), “Champion” (*2006 World Champions*), Castrol (*shares the same Italian pinstripes*) to finish off the custom livery and there you have it. So, from the initial concept to completion - a total of three years!

So finally, if you have any custom built or reliveried Ninco cars which you think members may be interested in, please let me know... *as I'm planning to run another feature in 2012!* ■



Big Boys Toys 2009

By Paul Atkins

After the success of last years event we received an invite to return this year for Big Boys Toys 2009 to be held at Hylands House in Chelmsford, but this time we were going digital for the Scalextric track and not analogue as previously. Paul Blows had volunteered his services and his track along with a little help from Adrian Norman, so that when all the track was in place it was to be a huge 190 meters in length.

So on Saturday morning my son, Brad and I set off to the venue arriving as arranged to meet up with the others along with all the boxes of track. As soon as Paul Yates and his daughter Elizabeth arrived all the tables in the banqueting hall were erected into an "L" shape and the track was unpacked and erected, of course this being digital the options are pretty much unlimited and we ended up with a track that went from a single lane section all the way up to five lanes wide. Two hours later and all the track and cars have been tested, well Brad and Elizabeth had managed to crash at each one of the bends so all was turned off and all returned home for the night.

The next morning and we were met by glorious sunshine as we awoke and again as last year the weather gods it would appear are on our side. As soon as we finish are hotel breakfast we set off on our way back to the house. We arrived to find Paul Blows already there and

testing the track ready for the first race of the day and only minutes later Paul and his daughter arrived, so all we need now was the ever present Shaun Bennett to arrive in time to marshal in the first race of the day.

Shaun arrived right on time and quickly settled into the role of "head" marshal, in fact his only problem all day was trying to attract the right marshal to deal with the incidents, as soon as someone had crashed he would shout out "Paul" and all three of us would just look at him to see what we had done wrong. During the day the main comment I heard from many of the dads is "we must get our Scalextric out of the attic". We had 10,000 people though the gate, and it seemed that at least half of them had a go on the track, and some had to be encouraged to let someone else have a go. Other attractions at the show included The Jaguar Owners Club, TVR Owners Club, helicopter rides, hovercraft rides, monster truck rides and even the "A-Team" van and "Face's" car sat outside the house main entrance. In the garden they had a rodeo-bucking bronco, which I declined to try as I was already battered and bruised from flying cars, but it still looked a lot of fun.

The event closed its doors at 5pm and by then most people had gone home but we did still have a few people waiting to have a go. Once the last of these had their opportunity to race, it was time for the professionals to have a go, but





seeing as there wasn't any, myself, the other two Pauls and Shaun decided we would have a race. With the two young marshals ready to do their job, the four of us lined up at the start line with no practice lap before hand, this could be interesting.

I think Bradley had got to "Steady" when one of the event organisers came rushing into the room to ask us to dismantle the track as soon as possible as they had booked the room for

another event at 6pm, so out of 5,000 people that visited us this year, the only ones that didn't get a race were the four of us, still there is always next year.

Our thanks must go to Adrian Norman and Scalextric for their help with supplying the equipment and the very nice looking hoarding (Paul Blows had to wrestle it away from me more than once) and to Paul Blows, Paul Yates and Shaun Bennett for their time, patience and skill in keeping the cars running even after coming off and putting a dent in the wall. In fact the only major breakage we had was when I put my hand on the track to stop a car from crashing and it rode up my hand and snapped the guild post mounting on the chassis (my fault). The cars took a massive beating but just bounced off the wall, floor, arms, legs or anything else in the way and just carried on throughout the day.

So again, many thanks to all those that helped and I hope to see you all again at this event next year. ■



Bearwood Scalextric Club -Revisited

By **Graham Pritchard**

You may remember from our earlier article that we are a small friendly group of Scalextric/Slot car enthusiasts who meet once a week on a Thursday evening to run our cars at Hadley Stadium, Bearwood, which is about 10 minutes away from Spaghetti junction / near J3 of M5 / just off the Hagley Road, Birmingham.

Well, as you can see from the pictures we are very pleased to inform you all that during the summer our 4 lane Scalextric layout has been totally transformed by the addition of loads of stuff from Slot Track Scenics to create a stunning replica race layout with tyre walls, fencing, crash barriers, grandstands, pit buildings and spectators. It is therefore perfect

for all types of slot cars and trucks either old or new and from any manufacturer be it Scalextric, Ninco, FLY, Revell, Carrera, etc.

If you've never been to a Scalextric club before or don't know what to expect then I guarantee that you'll be pleasantly surprised by what we do. Forget a little track on the floor, ours is large and laid out on tables so that you can really get into the spirit of slot car racing in a big way.

Today's cars are works of art and look superb going around our layout, drifting around the bends and booting it down the straights. We are a very laid back club there are no silly arguments over cars and rules here, we have⇒⇒





been there in the past, but now we just get on with it, simple rules and nice people make it a good night out once a week for all.

As well as the modern stuff, we also run cars from the 80s and 90s so for those of you who remember Scalextric Metros on a banked figure of eight circuit, you'd be amazed as to how much better the cars of today go compared to those good old Metros, so much easier to drive that you won't believe how much the cars have come on in recent years!

Remember, our Club's policy is that your first months membership is FREE so please feel free to bring your own cars to try on our track, but if you've never had a track at home before then there are cars also available for you to borrow free of charge so that you can see what it's like to race on a club sized track without having to spend any cash at all, now where else can you get that nowadays?

A typical NSCC member will almost certainly already have some of the cars that we race, so feel free to bring your own along.

We aim to cater for all types of slot racing budgets, some of the cars we race are old and plentiful (i.e. cheap) supply but we also race new stuff too should you want to race the latest releases.

Whatever you decide to use you don't need a massive budget to race at our club.

After your initial free month we charge £5 per adult per week (kids with an adult are FOC) on a pay as you come basis.

There are no joining fees nor membership fees either, you purely pay as you race.

For your money you get unlimited practice from around 7.15pm to 8.30pm when we then start to race the class for the evening. This usually takes around 1 hour after which you are free to use the track as much as you wish until the club closes at 10.30pm.

The classes that we race as part of the Championship are outlined below and your best 75% of your scores count towards the overall Championship, thereby meaning you don't lose everything if you miss a few weeks or have a bad nights racing etc.



Our season starts in September and runs until early June of the following year but we also include a “non-championship” night every 5 weeks or so where we race many other classes of cars that we have, e.g. Hornby Small wheels (Minis, Escort MK1, Datsun 260Z) or SCX Trucks or 1/24 cars for example. We also vary the race format on these evenings, for example short 5 lap races, cars stay on the lane and we often race 2 or 3 different classes on the same night just to make it different.

Our main classes get raced 3 times per Championship and consist of the following:

Ninco Rally Raid

F1 (Mainly SCX Ferrari F1/87)

Ninco GT

Ninco Rally

Narrow tyre classics (e.g. Ninco XK120)

Wide tyre classics (e.g. FLY Ferrari 512)

SCX Touring cars (Honda Accord, Volvo, etc.)

SCX Classic Rally cars (to include newer cars like Tecnitoy's Escort Mk2 Lotus Sunbeam together with good old SCX Audi Quattro,

Subaru etc. along with the modern Altaya range of these cars also).

Ninco Touring cars – 1st generation (Alfa 155, Calibra, etc. with RX-4 motor)

Ninco Touring cars – 2nd generation (DTM Mercedes, Audi TT, etc. with NC-2 motors)

USA. Muscle cars (Hornby Corvette, Mustang, Camaro, etc.)

Like most clubs in the U.K. we race without the traction magnets fitted, but you soon get used to it if you've never tried it before, honest, most cars are easier to drive without a magnet than you might think, as most brands are designed to handle before they fit the magnet.

We also allow scratchbuilt cars to be used as long as they are only as good as the rest and utilise the same types of parts that the rest of the class is using.

At the end of the day we aim to provide a cheap fun night out racing Scalextric cars and having a good laugh with a bunch of like-minded ordinary people whilst also trying to allow the more adventurous scratch-builders out there a chance to use their creations too.

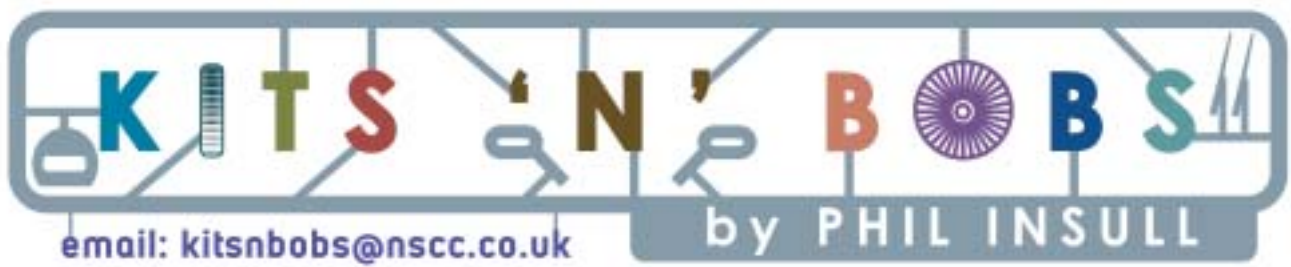
So, if you've got the slightest interest in Scalextric at all and fancy a night out racing your cars then all that I ask is that you come at least once to see us, with no obligation or cost to yourself at all, I'm sure that you will enjoy it.

For more info and/or directions to the club, then please call me, Graham Pritchard on

or e-mail me direct on

I hope to see you soon!





Lots to tell you about but not that much to show you I'm afraid. On the backlog of builds I have almost completed my 1/24th scale Proto Slot / Ghost Models kit of the Aston Martin DB3S. Chassis and running gear is mainly Scholer from RS Slot Racing although the wheel inserts did need to be turned down to fit the wheels, sadly I've mislaid my decals so I've poached a picture of one built by Chris at Proto Slot.

Proto Slot have a number of new items coming in the next few months with a 1/32nd Talbot Lago 1950 Grand Prix car through the Monoplace label, and some interesting GT's via the Ghost models brand. These are the #9 Lister-Jaguar "Knobbly" entered by Belge Equipe in the 1959 Le Mans driven by Rouselle / Dubois, sadly this car retired on 43 laps. The #10 car of Halford / Naylor fared better finishing 15th having covered 241 laps. Next will be the 1960 Ferrari 250 SWB NART #19 entry for Le Mans this car did well as Hugus / Pabst drove it to 7th place on 299 laps that year. Last but not least are two Mini-Marcos (or is that Mini-Marci?) the 1966 Le Mans #50 French blue entry for Ballot-Lena / Marnat that finished 15th on 258 laps and the 1967 silver GB entered car of Lawrence / Marsh that retired after a mere 13 laps. Moving off Proto Slot and

back on to RS Slot Racing they have some wonderful 1/24th open wheeler resin kits in stock, along with Scholer chassis to suit these are; Lotus 38 (3 Versions), Ferrari 156 (1963), Ferrari F1508/F1512, BRM P48 (1960), BRM P261 (1965), BRM P57 (1963), 1956 Connaught, 1958 Vanwall, 1954 Mercedes, 1959 Cooper, and 1959 Porsche 718.

Moving back across to La belle France we have two releases from Le Mans Miniatures, these being the 1994 Le Mans Dauer-Porsche 962s the #35 Shell car of Stuck / Sullivan / Boutsen which finished 3rd on 343 laps and the winning #36 FAT Turbo backed car of Dalmás / Haywood / Baldi that took the chequered flag after 344 laps. Both cars are beautiful as you would expect from LMM but both had the mirrors knocked off in the post. I fixed mine with tiny wire pins and a pin vice drill but you don't expect to have to at the kind of prices LMM cars command. That said I have pre-ordered one of the upcoming Matra MS670 Limited Edition cars from LMM as this is the long awaited #15 Pescarolo / Hill car which was victorious at Le Sarthe in 1972 having covered 344 laps some 11 ahead of its sister Matra.

Staying in France and at Le Mans I can bring you pictures of the MMK Mirage-Gulf



Ghost Models Aston DB3s (Picture courtesy of Proto Slot)



LMM Dauer-Porsche 962s



MMK Gulf Mirage

#12 car from 1974 piloted by Schuppan / Wissel this car retired after just 5 hours, while the sister #11 car of Bell / Hailwood finished well in 4th place.

Staying in Europe we have two new releases from MTR32 these being the 1969 # 181 Ferrari 212E of Peter Schetty from the Montseny Hill Climb and the 1997 #14 BRM P301 Nissan driven at Le Mans that year by Salazar / Toivenen / Pareja, sadly this entry managed only 6 laps before retiring with a broken engine. As ever these are stunning well detailed models and people are regularly amazed that the main construction of the bodies is lexan. With Milan's laser cut chassis and powerful motors MTR32 cars don't just look good they're really fast out on the track too. Next release from MTR32 is the Lancia LC1 Spyder from Le Mans 1982. The car on MTR32's website is the Martini sponsored #51 Alboreto / Fabi / Stommelen entry which retired with engine maladies after 92 laps.



MTR32 BRM & Ferrari

Next we zoom across the pond to my friend Dave Reinecke at RMS who is putting the finishing touches on two 1/32nd Can-Am cars these being the Ferrari 612 and McLaren M12. Designed to fit Aurora chassis but I gather that it will be simple to mount these body kits on PCS or Penelope Pitlane chassis for those of us "over here" who may struggle to source the Aurora ones. I will bring you pictures of the finished cars as soon as possible; hopefully these will be available by October / November. Finishing the kit news this month is the new GT Models hopefully soon to be available exclusively through MRE. Now I only discovered at Brooklands that the GT behind GT Models is none other than George Turner. That name may not mean much to some of you but George has produced some of the finest RC boat kit and resin figures to be found anywhere on the planet. Now George has turned his hand to 1/32nd →



TRRC Gordini-Simca



Auto Art Sierra Group A Didier Auriol

slot cars and as anyone who saw his prototypes at Brooklands will tell you they are truly stunning, with some that including removable bonnets and engine details. The planned line up includes Hillman Imps, Austin A35s, Cheetah, Maserati 300, Lancia D24, MGB GT, MGC GT, Jaguar XJS, Ford Falcon Sprint, and Iso-Grifo. Frankly I can't wait and hope that the production phase can be sorted quickly so we can get our paws on these top class kits. Talking of top class cars I now have my hands on a TRRC Gordini-Simca Huit T8, I must confess though I took the easy route and brought one ready made by Marlon's expert hands and I think this beautiful recreation of the 1939 Rudge-Whitworth Biennial Cup and Le Mans index of performance winner is his best yet. TRRC have prototypes of the 1937 Adler Trumpf Rennlimousin under way so get your orders in as these should be out in the Autumn.

So we come to RTR cars with traders now having restocks of the Auto-Art Sierra rally car, and the NSR Abarth Grand Punto and Porsche 917Ks. Sloter have the ZYTEK 07 Gulf #32 which was driven at Le Mans by Barazi / Ojjeh / Vergers but retired after an accident on lap 252. Avant Slot have a new liveries of the Peugeot 207 S2000 #8 as driven by Vallejo in the 2008 IRC, and the #8 Peugeot 908 driven to fifth at Le Mans in 2008 by Lamy / Sarazin

/ Wurz. Avant also have two new liveried Audi R10 TDi from Le Mans 2008 these being the #1 car of Biela / Pirro / Werner that finished 6th and the #3 car of Luhr / Premat / Rockenfeller that finished 4th. MRE also have stocks of some Faro slot cars from Eastern Europe with the Tatra T607-2 and Krenek NF1400 single seaters, these are very unusual subjects for slot cars and would make interesting additions for collectors. Very finally, at the Brooklands event I was disappointed by the somewhat bland track used for the feature race, while it worked very well and the race control was smoothly run by Pinewood's guys it had absolutely no scenery and no soul, strange at what was once the heart of British motor racing. After finishing my races I walked around the stalls and ran into David at Slot Track Scenics whose products are helping to bring to life slot tracks in homes and clubs around the U.K. (And hopefully further afield). In addition to his existing great scenic products the new FK2 upright safety fencing, TE1 camping tents and Rally Service gazebos were available and looked excellent. If you haven't yet invested in STS items I would encourage you to do so and stop racing on featureless raceways, give your track some realism and life!

So until next month - have fun! ■

Brooklands 2009 - Record Breaking Festival of Fun

By Paul Atkins

At the beginning of the year, Sean from Pendle Slot Racing, contacted the NSCC about arranging a slotcar festival at Brooklands Museum and as most of you that know me, realise I don't need too much encouragement to help with such things.

So on a warm March day Sean, Adrian Norman and I meet with Donna Hopton, the Events Manager and Valerie Mills, the Commercial Manager to discuss plans for the inaugural event. Sean had plans for a feature race and a drag strip under Concorde, Adrian arranged where the Road Show lorry would go and how steep the hill climb was, whilst I had the relatively easy task of arranging a Swapmeet. After a quick discussion on who was planning what we were given a quick tour by our hosts. Now I'm ashamed to say, although I had planned to visit Brooklands on many occasions this was my very first visit to this very historic location. I was so impressed with the presence of the place that I was on the A3 the very next weekend in fact with the rest of the family to visit the 100-year celebrations of the Hill Climb. A

fantastic day was had by all topped off on the way home by my son saying "you know dad I can't wait until August for the Scalextric day".

From the very first moment the traders had heard there was to be a event at Brooklands, my email box was filling up asking for more details, so now I had something to give to them and within the week over half of the bays had been allocated. Each month I would phone Sean and update him on the swapmeet news and he would do likewise in return. This continued until about June time when he added that there was something in the pipeline that he couldn't discuss, but if it came off would be a great boost for the event. Now with Mercedes next door to Brooklands and McLaren Mercedes being F1 world champions, my mind (what's left of it) went racing as well.

Never would I have thought that a BBC programme hosted by Captain Slow himself, James May would attempt a world record by building the longest Scalextric track ever on the full size Brooklands race track that is now only 50% intact, but that is what they were going to attempt (at last someone that makes me look sane).

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Airfix Make & Paint in full swing



Traders doing brisk business

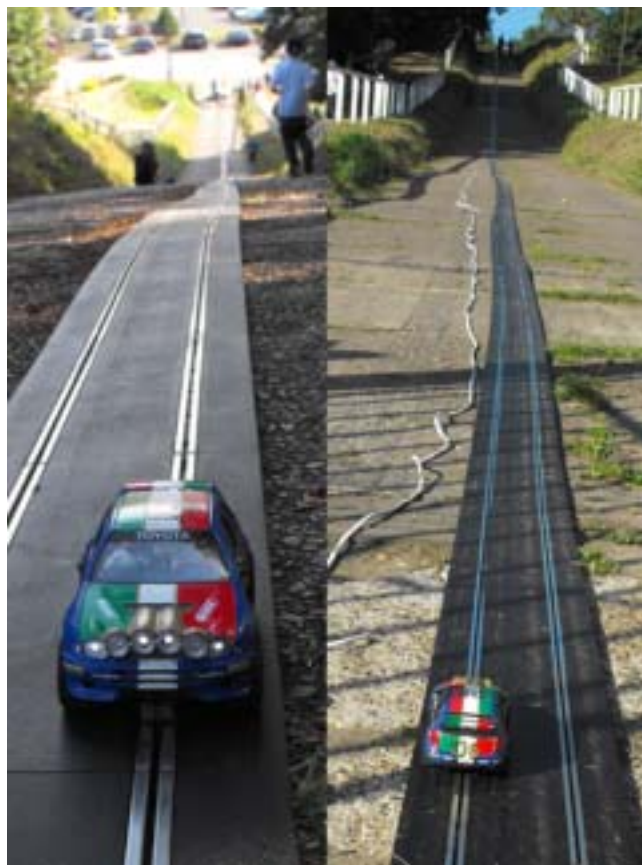


Dragstrip beneath Concorde

With only a month until the event we still had a few stall spaces available but thanks to some nice weather and a few contacts from Sean these were going and the last available spot was sold in the week running up to the event. Then the realization started to set in, what if it rained on the day? Yes the bays are covered but what about the hill climb, the world record attempt, the Airfix make and paint and mainly what about the people though the gates? I always said I would be disappointed if we had less than 1,000 people come in on the day. Sunday morning soon arrived and so far so good, it was dry and the forecast was even better with sunshine predicted all afternoon, but then when was the weather forecast ever right?

We arrived at Brooklands at 7:30am, expecting to be the first there but there were already a few stall holders setting up, but with the news that the public would be allowed in from 8:00am it didn't leave a lot of time to get organised. The other attractions had been set up and tested on Saturday, so it was only the stallholders to get ready and to be fair nearly all of them had at least half their stock out by the time the gate was opened.

The NSCC stand was up and ready to go when Shaun Bennett arrived with this year's Club car, the gorgeous Ninco Lotus Exige GT3 and no sooner had the cars come out of their box than a crowd had gathered. Now both Shaun and myself aren't used to crowds at the stand, as at most venues we spend most of our time trying to entice people to come and talk to



Peter Solari's Toyota 4 x 4 on the Hill

us or having a leisurely walk round to view the stalls, still never mind I guess this will be the morning rush just to collect the club car, I tell myself. So when Peter Solari arrived I left the issuing of the cars to the pair of them and thought that will give me some free time to have a wander round with my now bored son. Oh someone wants to buy some Journal binders, sit



Track building - just one of many obstacles



Do mind the garden, will you ?

back down Bradley, I'll be a couple more minutes. Well the "morning rush" was still in full swing when the wife turned up at about 2pm with lunch so at least she could take my son around the site, although I had managed to buy a few bargains at Gareth Jex's stall (it was next to the NSCC stand) before getting called back.



Keeping on the straight and narrow here



It'll be like a "rat up a drainpipe"

Of course, by this time the record breaking track building volunteers had started to appear back at the main site with wonderful tales of bridge building, spiral towers and floating pontoons. The hill had a fastest time of 15 seconds, the drag strip had a queue that stretched further than Concorde itself and the MHSC/Slot32 rally track inside the press hut had been going great (in fact they had over→



MHSC/ Slot32 Rally Track



Feature race track ready

160 people during the day attempt the course and the overall winner out of the hat was Ken Palmer, further information can be seen at www.mhsc.co.uk). Then the weather started to play a part in proceedings, but not in a way that I thought about too much prior to the today. The sun was beginning to distort the track on the hill climb, which meant the track was out of action for about half an hour meaning the huge



Can I hae a go please?

queue just got bigger and that anyone racing up the hill in the afternoon was at a disadvantage as the track was now longer in length. But of more concern now was if the sun was doing this to a straight piece of track what must it be doing to the world record track?

Of course in the middle of all this we had the main feature race, being held in the Chequered Flag Room and raced on a six-lane track owned by Pinewood Raceway Scalextric Club who also ran the race control. All the cars were hand built pre 1939 GP cars. This was another venue I wanted to visit but just never got chance to see, so I'm hoping someone else will cover the race detail at a later date. I did manage to see some of the cars produced for this race and I'm glad I don't take part in this type of racing. If I had one of these cars I would be to scared of damaging it by racing them, these cars



Phil Smith's Morgan 3-wheeler



Very nice Bentley



Track completed and ready

are amazing in their detail and it's impossible to give these guys enough credit for what they do. Congratulations to all that took part but a special mention must go out to the Concours winners, Marlon Foakes in 3rd with a Talbot 700, Bryan King in 2nd with a Bentley and especially Phil Smith in 1st with a Morgan 3 wheeler. With both the Concours and racing points combined Bryan King took overall glory, with Dave Wisdom in 2nd, and Steve Kempson in 3rd.

For a more detailed list visit http://www.pendleslotracingclub.co.uk/html/news/brooklands_festival_2009.htm.

Late on in the afternoon when the sun had started to cool, the hill climb had reopened and things were moving along nicely so Peter Solari showed off his car he had made for the hill, (just remember this car was 3 years in the making and is described elsewhere in the Journal) a very



Ready for the start of the record attempt

cool looking Toyota 4x4 with added fog, tail and exhaust lights, so many in fact that I've seen Christmas trees with less lights on them. By this time my son Bradley was already in the queue with his box standard Ford Mondeo with an added bonus, I had attached a caravan to the back (yes Rob that was my fault). The Mondeo and caravan did us proud (especially when the caravan came away from the car - all that was missing was it then bursting into flames) when it reached the top of the hill in 23.25 seconds. All that was to do now was to wait for Peter for his time, but when he arrived I wasn't too hopeful as he was beaming from ear to ear but then he read out his time 25 something, the last part of which was drowned out by the laughter from the rest of us.

The day was drawing to a close, the race had been run, the sun was going down and there⇒



Its really amazing the detail on these cars



The daunting hill climb



Did I hear you say put it all on red?

was only a few things left to do, see how the record attempt was going on as the cars had already set off with an approximate lap time of 25 minutes and to check to see if the stall holders had enjoyed their day, but before I could leave, Valerie had come over to check all had gone OK? My first thoughts were did we get the 1,000 people in that I was so desperate to get? When Valerie turned and said we had over 3,000 people in I was lost for words (extremely rare) and at one point she explained the queue of cars trying to get in was so long that they had to get the local police in to help direct the traffic. With this great news still ringing in my head I went to talk to Bob Bott our Ex Membership Secretary and now stall holder to ask how his day had been, well he had a smile across his face and was still eagerly selling cars at this late stage when I approached him. "Have you had a good day?" I ask, "Good day" he beamed "It's been



Yes, believe it or not there was a plan

great", so I guess that summed it up. All the dealers had a good day, with most saying "yes sold a few bits" which in dealer speak means "I've sold s*!t loads" and summed up the best by Mark Scales from Scale models saying he wanted another event next month, not to sure we can manage that but with the support of everyone there I can't see why Sean can't be persuaded to do it again next year.

So to the last port of call for the day, the world record attempt and it was down in the control tent I meet up with Adrian Norman and his small crew, the cars were half way around and had been going for an hour, just a few problems with the track expanding in the sunshine, contracting in the shade and the effect of the cooling evening air but they were moving. This attempt had only been made possible with the support of the local community and when the track had been laid out in the nearby housing estate they had treated it as a street party and when the cars crossed the line, mobile phones could be heard going off and loud cheers and applause. Which was great, especially when you consider what happened only a week later at an event when James May was attempting to connecting two towns together with an H:O model railway track but the locals kept nicking the track and the event failed you can appreciate what the local support did for our event. Yes thanks to all the 300 or so helpers plus James May the record had been broken with the cars crossing the line in just under 2.5 hours. The world record certificate now sits proudly at the Brooklands museum, so if you fancy a good day out and it will take a day to look around then see



if you can find it, there is a prize to the first photograph of the certificate hanging at Brooklands which is sent to me.

There aren't enough pages in the Journal to thank everyone involved in making this event a very special moment in slotcar history personally, but special thanks have to go to Shaun Bennett and Peter Solari for organizing the collection of the NSCC Club Car on the day, all the Hornby staff, most of who weren't paid for the day, all the volunteers a fantastic effort, the Brooklands staff that were at times overwhelmed with the sheer amount of people, Slot32 for their rally track, Pinewood Raceway Scalextric Club for their time and track for the feature race, all the stall holders that without their support I would have been very lonely, Chris Frost for letting me use his photographs, a very special thanks to Sean, his wife, all his crew at Pendles and GetSlotted, without which we would not have had the best ever slotcar



Congratulations You've done it!

event and finally one last thanks to all the people that came along on the day. It doesn't matter how good an event is organised, if no one turns up it's all been for nothing so thanks to everyone for making the day special, and lets hope we can organise another similar event for next year. ■



A big thankyou to all that attended, hope to see you again next year!



This month we focus on Racer's two latest models, which are totally brand new. There's news on another Limited Edition in the pipeline and also what to expect between now and the end of this year. Photographs this month courtesy of Slot Car Amazing Shot.

Porsche 935J

Following on from the 935 K3, Racer have now turned their attention to the J variant.

Once Porsche had officially withdrawn from sportscar racing it was up to privateers like Kremer and Joest to develop the cars and carry the Porsche name forward. These privateers would purchase the chassis from Porsche, assemble the cars and sell on to various racing teams. It soon became apparent that they were built to a very high standard and their race winning formula had customers queuing at the

door. The Kremer brothers' version (K3) sold the most, whereas Reinhold Joest developed his J (Joest) version.

The two cars modelled by Racer are team mates competing in the DRM championship in 1980. Despite only winning one race in the series Volkert Merl took the championship. This same car also won the Daytona 24hrs in the same year with Reinhold Joest himself taking the wheel partnered by Rolf Stommelen and Volkert Merl.

RCR50A – Liqui Moly #6 – Rolf Stommelen – DRM 1980

RCR50B – Liqui Moly #7 – Volkert Merl – DRM 1980

Both cars carry the same livery of white as the base colour and have a red and blue broad band running along the centre. There are visual differences in that the #6 car has a much wider green stripe running around the front spoiler.





Other differences include minor sponsor variations and different windscreen sun visor colours. This model shares the same chassis as the previous K3, but has a minor modification to the front to accommodate the different headlights. The next version planned is the Momo sponsored car, which won Daytona and should be available later this year.



Ford P68

When Racer decided to model the Ford P68 as part of their top end resin range, it certainly wouldn't have been for its success on the track. Looks alone are what keeps this beauty's head held high and is without doubt one of the most sexiest cars ever to adorn a race track. It's just as well really as its beauty far outweighs the poor performances. It's a bit like when you were younger and had a secret crush on a TV or film star. The acting was poor, but who cared when all that mattered was the man or woman of your dreams.

Also commonly known as the Ford 3L, the

car competed in the sports prototype category and was first introduced to the racing world in 1968. It was designed by Len Bailey, who was a Ford research engineer and built by Alan Mann Racing. I mentioned previously the car was not very successful. Well, it was even worse than that, it failed to finish any of the races it entered. The car had good overall pace, but suffered with instability at high speeds and was also unreliable. Despite this it did show potential with one pole position and a fastest lap. Only two P68s were ever built, but only one survived after a near fatal crash at the Nurburgring, which almost claimed the life of Englishman Chris Irwin. This particular car was considered to be jinxed and it was reported that Alan Mann himself supervised its breaking up and subsequent scrappage.

RCR51A – Alan Mann Racing #7

Driven by Frank Gardner & Richard Attwood competing in the Nurburgring 1,000 kms in 1968. This proved to be a dismal meeting for the P68. Apart from Chris Irwin writing-off the sister car in practice, this car only managed to complete a few laps when it suffered brake failure. It started as early as the first lap when a retaining clip disappeared from the right front brake calliper. This resulted in the brake pads falling out and after returning to the pits, the next lap didn't prove to be much better either. Apart from suffering a puncture, the driver's door came open and twisted itself out of shape. The car only managed a few more laps before the engine broke and forced the car to retire from the race.

Racer have spent a lot of time in getting the shape of the car right, of which they are very happy with the result. I must say that I too am happy with the overall shape and was well ➡➡





worth the wait. This exquisite model is decorated in what can be described as a pinky red with a broad gold band running down the centre. The red is much lighter than the Ferraris and Alfas produced by Racer previously. The rear face of the car is silver, whereas the front air vent surround is white. It almost looks like its wearing white lipstick. To finish the car off the wheels are red with silver alloy outer rims and silver spinners. Racer have certainly managed to capture the elegant lines of the car which is further enhanced by the usual attention to detail. This includes a full interior, filler caps, bonnet catches, wiper blades, exhaust pipes, detailed head and tail lights and even the rivets have been detailed around the windows...*phew!* What caught my eye was the way the windows fit flush to the bodywork and enhances the aerodynamics.

RCR51B – Alan Mann Racing #31

This sole surviving P68 was driven by Richard Attwood competing in the RAC TT at Oulton Park in 1968. It was here where the P68 had its glimmer of glory in taking pole position. After leading the race for 10 laps Attwood retired the car when the differential failed. Strangely, Attwood had also nominated himself to be David Piper's co-driver driving Piper's Ferrari P3/P4. It was with this car in which he finished second after 3 hours racing. Judging by the P68's reliability Attwood must have foreseen a problem would arise and used the Ferrari as a guaranteed drive. I don't know what would have happened though had the P68 not broken down. I guess this sort of thing was common in those days.

This model is virtually identical to the





previous one, albeit with a different racing number and some minor sponsorship variations. As both these models are one and the same car in real life, there are no differences in body styling. Anyone who is lucky enough to own one of these models may have noticed that the motor fitted to them has a green end bell (20,000 rpm), rather than the usual orange (21,500 rpm). The reason is Slot.it had run out of stock of the orange motors and to avoid delay in delivery Racer decided to use the green ones instead. Their decision was taken after a quick test with the alternate motor which they found gave the car good handling. This is a temporary measure and normal service will resume as soon as possible.

More versions of the P68 will be produced, but not until next year as Racer have already made their plans for the rest of 2009. Whilst on the subject of more versions, I popped the question to Marco of Racer whether they had plans to produce the open top P69. His reply was that he didn't know and although he likes the car only one was built and it didn't race. I guess we will have to wait and see – watch this space!

What's Next?

Racer have provided me with information on what is currently in production and due for release between September and the following few months.

Ferrari 330P NART (White/Blue – Hill/Rodriguez) – Sebring 12hrs 1965. This will be allocated catalogue reference RCR51.

Ferrari 412P Scuderia Filipinetti – Targa Florio 1967 This will be a numbered Limited Edition of 203 units and be allocated catalogue reference RCR G2.

Other models to appear after these are the Alfa Romeo T33/3 long tail – Le Mans 1970, Porsche 935J Momo – Daytona 1980 and the first appearance of the brand new Ferrari 312P Spyder. At the time of writing it is nearing completion and will be presented at the Slotlandia event in Milan at the end of September.

Moving on to the plastic “Sideways” production; the next Riley could be available by the time you read this. It will be the White/blue Telmex sponsored car and is catalogue reference SW05. Following this around the end of September will be the red Gainsco car (SW06). A Target sponsored car is also planned and at this time I don't know when it will be available. Racer are currently working on agreements with other teams to produce further versions for next year. Currently available is a white/blank kit of the Riley and comes in the same format as the Slot.it kits. That means that you can now create your own livery without having to mess around removing the old one first. At the time of writing I have not seen these for sale here in the U.K, but I understand they are a worldwide release and should hopefully be available everywhere soon. Staying on the Sideways series, the next model in the range (as announced at Nuremburg) is the Dallara DP. At the time of writing Racer are expecting the first test shots to arrive from China. I will keep you posted as further developments arise.

Last but by no means least we move onto the lightweight resin “Silverline” series. The Abarth Assetto Corsa, which is a racing version of the 500 Abarth, is currently due for release at the end of September. In keeping with the real car it will be upgraded from the standard road car and to represent this it will be fitted with a Slot.it flat 6 engine, together with a brand new Slot.it motor mount. This is designed to keep the weight down and improve the handling. Mirrors and rear wing will be made of rubber and yours truly has one on pre-order, so look out in a future copy of the Journal for the track test on this car.

Till next time – Keep the Passion! ■



In February I mentioned that Micro Scalextric would be releasing a set, G1059 the World of Cars, and that event has now come to pass. On the face of it the timing of the release seems strange, 3 years after the release of the “Cars” movie, and 20 months before the sequel. However, the merchandising for the original movie has not followed the usual pattern, and has expanded exponentially and with durability that caught out even those involved. Scalextric should be able to tap into that.

Of course for the set to be considered a success beyond the commercial consideration, the rendering of Lightning McQueen, the red ‘star’ of the movie (The race number, 95, is a reference to the release year for Toy Story), has to be a good one. Scalextric have stepped up to the plate here, and have done a much better job than Mattel did a couple of year ago. The **anthropomorphic** features look right, the



decals are placed in the right positions, the wheels look good (whilst failing to be superb), and the compromises undertaken are well masked.

The set’s other car is Chick Hicks, the generic green stockcar and movie villain. This is well done too, and is the right choice for the second car (Mattel did Doc Hudson instead). The Hicks car is a much less appealing prospect than McQueen, both in the movie and as a slot car, but of course this is deliberate. The body is longer and much less svelte, and as such is mounted with the wheelbase on the standard Micro chassis on the long setting, whilst





McQueen is on the short wheelbase. Both cars go like stink, and on a big track the red car definitely has the edge, just as it should be.

The set is of course squarely aimed at kids, and I played around with it very much in that spirit. Set up in it's standard configuration, the goofyness of it all makes it hard not to grin at the experience. The play value, a Manhattan-generated buzz word if ever there was one, is enhanced with several standees. These are made of some kind of styrene, which is to be commended when Scalextric could have opted for much less durable cardboard, and the set includes lots of stickers to decorate these with, including one to simulate the trackside Jumbotron screen.



There are cardboard decorations, one each featuring Mater and the two set cars, these lay flat and separate the track into zones. A third of the track curls around the Mater zone, and the pieces are brown (with really nice transition that is much better than the CGI boxart), this is also the zone with a collision crossover, bound to be a favourite with kids and collectors (mint cars will be more scarce!) alike. The Chick Hicks



zone features banking with bright yellow edge flashes. One nice touch is colour-coded controllers.



All in all, this is a really well done set that gives its target consumers exactly what they will be looking for. I would be churlish of me, as a "serious" HO racer, to hold a grudge against this set for trivialising my favourite scale. If nothing else, profit from this set will help ensure more 'adult' cars are released down the line. I am really looking forward to the forthcoming rally cars and the recently announced F1 set featuring Jenson Button vs Lewis Hamilton. ■

As we head towards the end of the holiday season numbers listing numbers have seem to have picked up slightly, but perhaps have been helped by the eBay 10th Anniversary free 10 day listing period at the end of August, as well as the knock on effects of the successful Brooklands event. Listing numbers stand around 12,500 on U.K. eBay. I am aware that site traffic on certain traders websites was significantly up following the Brooklands event so maybe we will see increased levels on eBay in the coming months as people clear out their old stuff as well as hunt for new items. Purely from a personal buying view I hope we see more auctions and less BIN items.

Useless Stats?

Just to see if there was any increased buying I had a quick look at sales on "Brooklands" Sunday 16th August and compared it with the following Sunday to see if there was any difference for just those days. I have been saving the finishing results in a basic spreadsheet for a while now, but I know this method misses some multiple item listing sales but as there are not many of that type of auction and I have not worked out a way to pick them out, this method will have to do as a guide. I hoped the comparison would also show the effect of potentially many people being away from their screens that day as I know many regular eBayers were at Brooklands. For the 24 hours of 16th August there were sales of approximately £14,500 by my reckoning on U.K. eBay which included a sale of £1,860 for a James Bond set that had been relisted due to a French non paying bidder. (Why do so many sellers appear to have trouble with French bidders I wonder?) Anyway the following Sunday sales were up to just over £15,000 so if you leave out the Bond set which counted for a large percentage of sales I think you could say on the face of it Brooklands has had an immediate positive effect

on the eBay sales though perhaps not by as much as I would have thought.

Rarities?

As always there have been over 300 items described as rare on eBay, but are classic double inner curves and Bart Simpson micro Scalextric cars really in this category yet? Admittedly the rare 2 complete pairs of stock car exhausts in red and black are somewhat harder to find but there were no takers at the £4.99 BIN price. An Aero Motors stock car building on its own attracted more interest though making £16.55. However the interesting items that really caught my eye this month in the rare Scalextric car stakes were a Ferrari 330P4 and a Batmobile. The Ferrari has been mentioned before I think in my column some time ago though I can't recall seeing many others for sale and went for what I thought was an astounding £821.6. It was the special Christmas 2006 snow covered car sent to journalists and was complete with the Christmas greeting from Hornby. (300340961614) I think Christmas good luck finally arrived there on Saturday night for that seller who resides locally to me but I am not aware who they are. From a different seller was a C465 Batmobile in clear plastic including a clear base and in comparison went for a more modest £560 (120461244869) on Monday morning and found a home within our club. The same seller also had a very nice front engined Offenhauser made in Australia and New Zealand that fetched £362 on a Monday lunchtime (120461247055) On the "mega rare" description stakes a dark blue C23 Arrows in nice condition was probably described aptly but the £40.56 price on a Saturday night showed this model is not that widely sought after (300336158931). Fetching a better price of £226.15 on a Tuesday night though not described a rare was a No 3 set with 2 tinplate Maseratis in very nice condition complete with drivers. (350238856363) The bonus here if you

looked among the many pictures was a very good No 1 catalogue and a "5 minutes to go" catalogue, which looked like a black and white copy or was very faded, and were included in the lot. Perhaps more of a bargain though was the set described as Vintage old 1960s Boxed SCALEXTRIC No 3 Set with 2 Cars. With 2 Lister Jaguars at the £40 starting and ending price that was a good price really but there was only one bidder who spotted the good looking condition No 2, 3 and 4 catalogues included as well but unfortunately that was not me. (350238856363) Thanks for pointing that one out Mike!

Bargains

Bargains spotted this month included a Jump Jockey JJ300 set for £6.50 but as collect only from Peterborough that would not have suited everyone but it certainly was convenient for one of our number with a passion for sets. (Perhaps we ought to have a list of people in the club willing to collect items for others and then post out or take to a swapmeet?) At £17.25 a Top Gear Mercedes McLaren with £3 P&P has got to be a bargain for a car just released and several other Top gear new releases were only in the low £20's sale bracket. However one Ford GT managed to attract a bid of £46.50 showing the ups and downs of eBay prices! Other newly released bargains included the HPI Nissan Skylines that can be picked up for less than £25 including P&P on a good day.

Finally, just a reminder - don't forget to email if you spot any interesting items. Thanks.

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day.
Carrera - James Bond GOLDFINGER 007 Aston Martin DB5 \$179 (US seller showing on UK eBay on Sunday night 150361825247)
RARE VINTAGE SCALEXTRIC A/204 OIL DRUMS £1.99 (Still in packet on Tuesday night)
Scalextric McLaren Mercedes Car Display £12.19 (Hamilton's F1 car without motor on display stand on Friday night 180399234871)
Scalextric W125 - 12 x Carbon Brushes £19.75 (Bagged set and even the spelling brought out the bidders here on Sunday night 270433747275)

6 RARE VINTAGE RUBBER SCALEXTRIC BUSHES £36.78 (Still soft according to seller on Tuesday night)
Scalextric BMW M1 20th Anniversary For Spares Or Repair £11.03 (Boxed but used with homemade rear spoiler but otherwise complete on Tuesday night 220466398155)
C331 METRO (MELLITA) MEGA RARE NM BOXED £59 (Saturday night)
Scalextric Boxed Duckhams Metro £18.75 (Tatty box on Thursday night)
Rover 3500 Johnson Bartlet Vintage Scalextric Slot Car AU\$58.85 (Worn decals on Australian eBay on Weds afternoon)
RARE VINTAGE MM/A220 RUBBER GREY DUNLOP BRIDGE £32 (Unboxed still soft in good condition on Sunday night 220467663890)
C313 SUPER STOCKS (RARE RED/GOLD) £23 (All complete but no box on Brooklands afternoon 300336373105)
VINTAGE SCALEXTRIC 41 SET £12 (nice condition including a no 12 catalogue on Brooklands evening)
Scalextric - Rare Pair NASCAR Prototypes ? - Exc.Cdn. £128.78 (White Ford Taurus and pale yellow Monte Carlo on Brooklands evening)
Scalextric Ford GT40 1968 No:9 £58 (C2403 MB on Brooklands evening C2404 went for £68.66 same evening)
C83 SUNBEAM TIGER (HK) £67 (Excellent condition ie repro box. Brooklands afternoon bargain 300336367745)
RARE VINTAGE MASERATI/FERRARI SCALEXTRIC DRIVER. VGC. £12.62 (Brooklands afternoon bargain?)
C335 ROADTRAIN PARMALAT(MEGA RARE) £67 (Excellent white condition with chrome on sprue but no box on Saturday night before before Brooklands 300336148998)
Job Lot Scalextric Shop Display Boards-Rare Find £31 (8 display boards on Wednesday night 190326684840)
SCALEXTRIC 12TH EDITION CAT IN MINT CONDITION £5.50 (Sunday afternoon. Was the motor racing on then?)