



No. 337 APRIL 2010

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Sad News and Processions

Before I begin my usual ramblings for this month, I have been asked by Brian Rogers to just let all the members know that “Archie” the former Editorial cat passed away last month and will be sorely missed, he did achieve the grand old age of 19 plus years and had a thoroughly enjoyable life as the Editorial cat, so rest in peace Archie.

Moving on to recent motorsport events then, what is your views on the latest Formula 1 rule changes? Do you think the new rule changes have helped the sport or made it more boring than perhaps it already was, after all one of the only potentially exciting things that might happen is some poor sole catching fire in the pit lane or perhaps one of the drivers taking off out of the pits with the fuel hose still attached, but no more, at least at the moment, all we can now look forward to is perhaps the lollipop man getting mowed down (go on admit it I bet you laugh!).

So it looks like Jenson Button may have found his form and he is now feeling confident about winning back to back titles (a bit too soon to be so confident if you ask me). Perhaps to liven it all up Lewis Hamilton should just do the race in his road going Mercedes, perhaps with the police in pursuit blue lights flashing and sirens wailing to add to or improve the excitement of the next race?

Continuing with the theme of motorsport, of course we have the Goodwood Festival of Speed to come, I don't know if you have booked your tickets yet, but be warned they have a new automated system (which is a bit suspect to say the least), not only do you use it if you purchase on the internet but it would also appear the staff have to use it if you phone and order person to person. We recently ordered ours via the internet and kept getting “thrown out” of the site at the checkout so ultimately rang them direct to order, we think we have got two tickets but the helpful lady on the phone said we may have ten? But won't know until the tickets are posted or our credit card bill is received, so if anyone wants to go and hasn't a ticket I may be able to help!

So until next month.

Jeremy



# MESSAGES

## FROM MARGATE



email: [factory@nsc.co.uk](mailto:factory@nsc.co.uk)

By Peter Simpson

Did anyone notice that the Scalextric Club car didn't have the "Club" wording on the box? No, neither did Hornby! As most cars enter the country and go straight to the customers it is not unusual that we see them before many at Margate. For those who don't belong to the Scalextric (formerly "Racer") club, here's what you're missing, a real stunner. I hate to preach about joining but it really is fantastic value. This year it's £27.50 for a quarterly magazine and a "free" car, which is not a bad deal at all. Coupled with the basic membership is the opportunity to buy obsolete cars at reduced prices. Take a look on the Scalextric website for details.



One minor point to correct from last month: the forthcoming Ferrari (C3098), listed as a 330P4, is not quite correct but neither was my reasoning! Of course 12 x 330cc is 4 litres, so 330 would be correct. However, the cars made available (or "sold" as other manufacturers would describe it) to privateer teams such as David Piper, were 330P3s which had been rebodied as P4s and had carburettors instead of

fuel injection. To identify the difference, these cars were designated 412P ("P" for prototype), or sometimes, even in the same reference book as P3/4. All very confusing as cars fitted with the Colombo V12 are normally identified by the cc of each cylinder, whereas those with the Lampredi V12 are designated by the total cc in litres followed by the number of cylinders.

Moving back onto the model world of cars new cars due in the next month will include the first of the Q2 cars. Not too sure which will be released first, but the batch will include a couple of unlisted Ferraris. Firstly C3062 308GTB, with very Martini-esque livery, based on the Makela Auto Tuning reconstruction of an FIA Group 4 rally car built specially for ice racing. Fortunately Scalextric have not modelled the very skinny studded tyres, opting for more conventional sizing.



This is accompanied by C3085, an F430 GT2 #55, entered by the CRS team and raced very successfully in 2008 by Tim Mullen and Chris Niarchos alongside the sister car of team owner Andrew Kirkaldy. →→





In addition, the following cars, which appear in the catalogue, are also on their way.

C3063 Aston Martin DBR9 #60 Gigawave Racing, sponsored by the experts in on-board car-transmitted HD images



C3090 Stobart Ford Focus RS WRC of Henning, Solberg and Cato Menkerud. The livery on this model really demonstrates what is possible with modern techniques, the sponsor decals all look pleasingly accurate – luckily I don't collect Rally cars as this one would be a must.



C3101 Holden Torana L35, as driven by Peter Brock to win the 1975 Hardy 1,000km Bathurst race by two laps. If that wasn't good



enough, four years later he won by six laps! Again the livery captures the feel of the '70s very nicely, including his famous #5.

Following up and this time a Super Resistant car in the shape of C3045 Audi R8 LMS GT3 of Phoenix Racing as run at the 2009 24hr Nurburgring event. I've seen the pre-release versions of each of these and the painting and liveries look superb.



Just in case any cynics out there were wondering about Hornby recycling old Airfix bodies, I can assure you all that the James Bond Aston Martin is a completely new moulding.

There are also new sets on the way, these being C1256 Digital Lane Change and C1260 Pro GT, which are both on schedule for their Q2 release. The latter is a change from its 2009 iteration as the Ferrari F430 has been replaced with a Ford GT. The Porsche 911 GT3R included in this set was an earlier SuperSlot Club Car (H2849) so has not been released in the U.K. as a solo car. Bit of an expensive way to source a rare model but if all 911 variants are your goal then this attractive 996 is one to look out for: and may be easily available on eBay



having been split from the sets by some dealers. I won't tread on Deane Walpole's toes, but the Toy Story Micro set is also close to release with special scenic pieces and some different coloured track sections.

Not due just yet, but in the very near future, we will also be seeing the F1 Ferrari F60s of Massa and Räikkönen from last year. The #3 car of Massa looks really good – the suggestive Marlboro strobe stripes are not included, for obvious reasons, but the overall appearance is right on the money. This will be the first car to have the revised helmet moulding with the aerodynamic aid across the top.



To add to the realism of the F1 cars, Scalextric have introduced a rather special front axle configuration to emulate the short-lived wheel aero-ducts. This will certainly be



included in the forthcoming Ferrari and Brawn models. The pictures illustrate the idea: a solid, non-rotating, axle supports the wheels whilst the ducts clip to the axle ends. Simple but effective: just a shame that, after all the design input these were banned by the FIA for 2010.

As we near the end of the first quarter, I thought an update on the new releases compared with the 2010 catalogue might be in order. The shipping time, that governs the arrival in the shops, is working pretty well at present. The Q1 releases are all on schedule: by the time you read this we've had all of the cars planned for release plus a few bonus Ferraris.



I mentioned last month that the latest Super Resistant cars will be manufactured with black plastic window inserts, instead of a painted, moulded single piece shell, thus making them suitable for upgrading by using a suitable High Detail donor. This may sound a bit daft, but the forthcoming Risi Competizione Krohn Racing F430 is definitely one to upgrade, thereby providing a model close to the #83 2008 Le Mans entry. A particularly rare car to see as, after an early retirement, its nearside door spent rather longer circulating on #90! Now there's a car to model. ➡





The subject of spares is always tricky, so worth a mention. Scalextric aim to support the products that they sell, both through warranty claims and from requests for specific items. The obvious route to obtain parts for many buyers, would be to approach their local shop. Unfortunately, due to the vast range of models shops could hardly be expected to stock the whole range and the time spent searching for part numbers is likely to be considered too much relative to the value of the sale. However, don't give up. By downloading the Service Sheets from the Scalextric web site, from the Customer Care section the part number can be found. Presented with the part number, local dealers are more likely to help. If this fails then try contacting Hornby direct. It is worth bearing in mind that Hornby are not geared to sell parts to scratch builders so the spares offered are structured to be suitable for repairs to damaged cars. A notable item is the front axle assembly which is often only available as a kit with the underpan.

For those not lucky enough to visit the Margate factory here's a view of the room used to present the range to dealers. Clearly visible is the wall for the year's cars and boxed sets – gradually being populated. The circuit is running the new advanced six car digital

powerbase: the white sections just visible are prototype sections of the new "Start" sections fitted with adaptor pieces.

Lastly, I must include thanks to Adrian Norman for hosting me each month and particularly for his time, it doesn't matter how disciplined I try to be, it always takes longer than expected! ■

# NSCC Trip to Dordrecht SLN Swapmeet - 21st March 2010

By Sandi Harris

Last November, during the course of a visit to the Dutch Scaletric Enthusiasts' Club (SLN) swapmeet in Dordrecht with my 'better half', NSCC Secretary Stephen Barber, 'Mrs SLN Secretary' - the wonderful Thera Brok - made the very generous suggestion that, next time we attended a Dutch swapmeet we should consider sharing the SLN's too-large-for-them-alone table to advertise the NSCC to Dutch and other continental slot enthusiasts. Thus, with an intention to attend purely as enthusiasts ourselves anyway; armed with a new, much improved display system and with the NSCC's Membership Secretary, Andy Smith and spouse, Trish recruited to accompany us, we headed to Dover on Friday 19th March. As we hauled ourselves out of bed at the unearthly hour of 4.30am to set off, we comforted ourselves with the slightly uncharitable thought that Andy and Trish had at least drawn the shortest straw as they would have already started an hour or more earlier!

After a brief false start when we remembered that we'd forgotten to pack the cloth for our table, necessitating a brief detour via our workshop, we made record time to Dover arriving at the BP garage where we'd arranged to meet Mr and Mrs Membership Secretary at the nice early time of 7.35am. If only that ever happened on our own business trips delivering fine British Rubbish (well, handmade musical instruments) to the unsuspecting continentals!

Once our car was loaded with Trish and Andy's luggage, along with the new NSCC stand and accoutrements and theirs was parked safely at the port, it was on to the check-in and a brief wait before loading, then straight to our favourite spot in the restaurant for what felt for Andy and Steve especially, having done the

driving, like a very well-earned breakfast. Hunger satisfied, the rest of the crossing was uneventful save only for the small matter of being completely unable to find the car keys as we were called for disembarkation. A brief search, followed by an enquiry of a stewardess, elicited the information that all four of us had failed to hear the recent announcement that a set of SEAT keys had been handed in at the information desk! Once the keys were restored to Steve's safe(!) hands it was off the ferry and, remembering to 'tenez la droite', onwards to Belgium and Holland. Or, at least, it *was* after a short sojourn in a layby for Trish and Andy to swap seats rather more literally than usual as Steve and I had managed to put a left-hand seat on the right, and vice versa. So that explained why neither of them had been able to find the seatbelt socket when they first got in.

The drive to Utrecht (where Steve and I would be combining business with pleasure delivering an instrument to a Chilean customer studying in The Hague) was thankfully uneventful apart from the inevitable hold-up on the Antwerp ringroad, and provided the usual crop of 'silly trucks' - 'Burgler' anyone? (That goes nicely with our collection of similar trucks which so far includes 'Robbers' the Dutch cleaning company and 'Bombers' the Catalan Fire Brigade) and other quaint continental sights; not least the *ahem* - 'inebriated person' an enormous *al fresco* sculpture of a figure flat on his back with a large funnel in his mouth, by the roadside just north of Breda.

We arrived in Nieuwegein, just south of Utrecht, where we checked Andy and Trish into their Hotel (chosen incidentally by the friends Steve and I were staying with on the basis that they'd taken their teenage daughter there a⇒⇒





few years ago for a Barbie exhibition; on hearing the prices 1960s Barbies fetch, the menfolk no longer felt so guilty about the prices they sometimes pay for slotcars, and Andy wondered semi-seriously whether he should start an additional collection!) One very good and enormous Indonesian meal later and the two couples parted company for the night, hoping



for a good and slightly longer night's sleep than the previous one. That hope being slightly scotched in our case, courtesy of our friends' airmattress which needed re-inflating roughly every two hours, but still ended with us waking up looking and feeling like we'd been eaten by the bed! Steve couldn't resist taking a photo of me doing my best to look like one of the *houris* that emerge from a bed to confront Keanu Reeves in Coppola's *Dracula* - about the only time I'll ever be able to claim I look like Monica Bellucci.

Saturday was then taken up with things other than Slotcars, but, one happy lute customer and a fair amount of shopping later and we set off to meet Michel and Thera Brok for another pleasant evening meal and for the banning of all subjects non-slot-related from the conversation thereafter! This was then followed by a *not* terribly pleasant drive to Maasdam with absolutely torrential rain pretty well all the way, where we stopped briefly (well, long enough for a small beer and an interesting chat ranging from upgrading computer operating systems to the neighbour's very free-range chickens who range so far and wide it's impossible to tell just when the eggs that are to be found in a wide variety of different places were actually laid) with Andy and Trish's overnight host and then to Thera and Michel's place for a (reasonably) early night, this time in a non-deflating or otherwise collapsing bed, before the morrow's early start.

So, Sunday at last and, at 6.45am (yes, I know Brian Rogers won't believe Steve and I ever see that time of day), off we all set to the sports hall in Dordrecht to start setting-up for the day's event. Much gaffer-taping-down of extension cables re-affirming that the Brits are the only idiots in the EU who actually bother to comply so fully with Health and Safety rules, when Michel stopped Steve from meticulously taping every inch of cable, saying it only needed to be taped every metre or so coupled with a fair degree of plugging in and unplugging of U.K. to Continental and Continental to U.K. adapters the stand was up and presenting a fine sight; and it was still only 8.55am!



By 10.15am (doors having opened to the public on the dot of 10am) we'd sold the first two NSCC badges, swiftly followed by four more even I was proud! And, better still, at 10.45am we sold our first year's membership / Lotus Exige package, things were getting exciting! As the day continued, so did the sales of NSCC 2009 cars, two more to existing members and the recruitment of new members, along with Andy's skillful negotiation of a swap of two Lotuses for two SLN 2010 Club Cars to put towards the auction and raffle at this year's NSCC Ramsgate Weekend in November. Meanwhile, not only was it good to see Steve and Andy in their element enjoying the swapmeet, but even Trish and I, despite a brief period when things were a bit quieter, during which time we both slightly wondered how we'd been persuaded to attend a swapmeet in a sports hall well outside the centre of town and on a non - 'koop Zondag' (shopping Sunday) found ourselves feeling that the time had flown by, when it came to 2pm and time to pack things away and set off for Dunkerque and home.

So, in the end an all round thoroughly enjoyable and successful weekend away. Many, many thanks are due to Thera (especially) and Michel for putting us up for the night (and for putting up with us); for very generously sharing the SLN table (and a corner of a second table) with us completely free of charge; and for keeping us (and all the other stallholders)

supplied with endless coffee, tea and soft drinks, as well as extremely more-ish chocolate mini-eggs with assorted centres – I think the NSCC could learn a great deal from the SLN as to how to rejuvenate and revitalize swapmeets!

Finally, the only slightly sour note over the whole weekend came in the form of some, in my humble opinion, somewhat graceless (not to say groundless) carpings about the club's Committee on SlotForum (which Andy and Steve had been checking out from time to time, having been following the thread in question over the previous week or so). The issue being complained of (in language and terms out of all proportion to the matter supposedly in hand) was the proposal that Committee elections be held only every three years rather than annually, coupled with the (utterly baffling) accusation that there had been "mass resignations" and that somehow important information was being mischievously withheld from members.

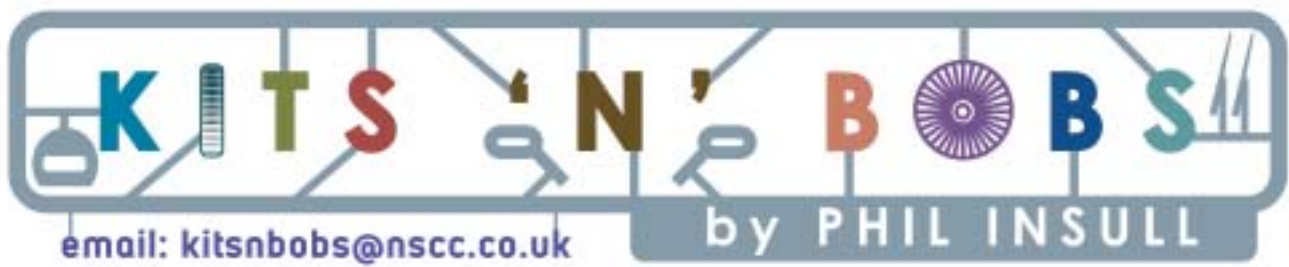
As an ordinary member myself it's obviously not my job to advocate on the Committee's behalf; but, as 'Mrs Secretary' I can at least say that I know the Committee will, by the time you read this, have done their best to address the issue in the way they collectively feel is in the best interests of the club. I also know that, with a Membership Secretary and Secretary prepared to spend even a relatively small amount of their own time and money turning what could otherwise have been a purely self-indulgent⇒





weekend away into a great promotional opportunity for the club and, in the process, raising over £200 for club funds and securing two brilliant items for the Weekend auction and raffle, our club currently has a Committee it'll be well worth keeping for some time to come. Though we can only hope that they'll all be willing to continue, given the unpleasant and uncalled for nature of some of the comments made on a public forum.

So to finish on a lighter note: both Steve and Andy signed up to enter the SLN Cup Race in St Annaparochie in May which will not only afford them the opportunity to come joint last for Britain, but will also be another chance to promote the NSCC and perhaps sell more memberships and cars. The only problem is, that next time Trish and I won't be there to keep an eye on the spending.. Help! ■



We start this month with news from “Zagato” that his website is up and running and he is taking orders for his excellent Aston Martin body kits with the DP 214 as previously featured and now also his gorgeous looking DBR-1 kits. The site address is [www.gp-miniatures.co.uk](http://www.gp-miniatures.co.uk) and you can find pictures of his prototypes in progress for forthcoming releases which include the DB4 Series 3, DB4GT, DB5 Convertible, and DB4 Zagato. Also useful are the links to the new FPF website (Formerly FF) at [www.wix.com/MrTinsmith/FPF.Models](http://www.wix.com/MrTinsmith/FPF.Models) showing the already excellent range of British sports, saloons, F1 and transporter body kits available and news of forthcoming releases.

Another link takes you across the pond to our old friends at [www.Beardogracing.net](http://www.Beardogracing.net) who have just released a new 1.5 litre formula one chassis kit suitable for the FPF body shells and the regulations for most of the current “half tonner” classic meetings which have become so popular in the U.K. While Beardog don’t sell direct to the U.K. their products are readily available through A-B Slot Sports over here. Staying in Britain my old pals at both AA Bodies and Penelope Pitlane both have new releases this month with AA producing the 1954 Austin Healey 100/4 and the 1961 Chaparral MK1 while Penelope Pitlane’s superb new Connaught B type should be available to purchase by the time you read this, I hope to bring you pictures of all three next month. While one car I have obtained is TRRC’s lovely Adler Trumpf Rennlimousin as the #33 1700 cc. machine of Orssich and Sauerwein that finished 6<sup>th</sup> overall at Le Mans in 1937 and won the 2 litre class. Incredibly the same crew repeated the feat the following year this time in the #28 car.



**GP Miniatures Aston Martin DBR-1 (Picture courtesy of Zagato)**

In spite of the short amount of time due to holidays last month and a forthcoming operation this month I have managed a couple of Proto Slot Kit builds, firstly finishing off the Porsche 917 Gulf 1969 Motor Show presentation car, this had been delayed through inability to obtain a suitable Fly donor chassis without paying silly money, in the end I opted to use MRRC’s most useful Sebring chassis with repainted Fly Porsche wheels.



**TRRC 1937 Adler Trumpf Rennlimousin**

The other PSK kit I have finished is the new Citroën SM in the guise of the 1971 Rally Morocco winning number 16 piloted by Jean⇒⇒



“ Desert Fox” Deschaseaux and co-driver Plassard. In spite of hiring drivers of the calibre of Aaltonen and Waldegard for the following season the only other notable win for the big Maserati powered SM came in the non-championship Bandama Rally at the hands of Neyret. The full kit requires a PCS 32 chassis to complete and is relatively straight forward with just the rear axles to be shortened by a few mm in order to clear the insides of the rear bodywork. In terms of new releases and forthcoming items PSK have two versions of the Brabham BT34 “Lobster Claw” coming out via the Monoplace label and an Alpine Renault M64 from Le Mans 1965 coming out via the Ghost Models range. They have also released a very limited run of Dino 246 GT Le Mans 1972 cars on behalf of Circuit Road in France however sadly these are all sold out, hopefully as with earlier special releases for other companies a slightly different version will be made available at a later date for general release.



**PSK Citroen SM Rallye Morocco winner 1971**

Moving on to RTR cars and I have two new ones from my friend Milan over at MTR32 with the Alfa Romeo 33TT3 #33 car of Rolf Stommelen and Nino Galli, which finished 2<sup>nd</sup> (First in 3 litre class) at the 12 Hours of Sebring in the 1971 WSC and the 1975 Le Mans winning #11 Gulf Mirage GR8 of Jacky Ickx and Derek Bell, which completed 336 laps to beat the 2<sup>nd</sup> placed Ligier JS2 of Lafosse and Chasseuil by just one lap. Milan also has other liveries of both these cars available to order and has just released two striking looking Chevrolet Camaro GTR's from this year's Daytona race as the #57 Vin Solutions of Davis, Riddle and Magnussen, or #97 La La sponsored machine of Bell, Borowski, Refening and Shaldach.



**PSK Gulf Porsche 917, 1969 Motor show presentation car**

Staying in France Le Mans Miniatures have released two of the three Matra MS670Bs from the 1973 race with the winning #11 machine of Pescarolo and Larousse which completed 356 laps, and the #10 car of Beltoise and Cevert which retired after 157 laps. Also due out is the #12 car of Jassaud and Jabouille which finished third on 331 laps. These exquisite cars complete the set of all three Matra Le Mans winners joining the previously released 1972 and 1974 models.



**LMM Matra MS670B 1973 Le Mans winner**

Avant Slot have been busy this month with two new shaped Subaru Impreza the first being the blue Petter Solberg/Phil Mills #5 Prodrive



### MTR32 Gulf Mirage GR8 and Alfa Romeo 33TT3

WRC car from 2008 and the second being a white group N WRX #3 car of Ojeda. They also have the #7 DHL sponsored Porsche Spyder LMP and all three works Peugeot 908 HDIs (#7, 8 and 9) from Le Mans 2009. Auto Art have a very pretty new Lancia Fulvia HF rally car out in 1/32<sup>nd</sup> scale although none of the U.K. dealers appears to have taken them up yet and are also rumoured to be producing a slot

version of the Koenigsegg CCX for release later this year. Finally this month Pendle Slot racing have stocks of the Area 03 tyre true, which allows the whole axle to be clipped into place and both tyres to be trued at the same time down to a 0.05mm tolerance.

So that's all for this month and until the next time, keep slotting. ■



Sir,

Although I have personally thanked you for my 1st prize of the NSCC Lotus Exige in the Christmas competition I feel I must write to fully endorse the comments of both David Arnold and Gary Buesnel in the March Journal.

Having been a member of the NSCC since 1988 I have seen many advancements within the club over these years which are mainly due to the hard work, commitment and enthusiasm of the committee members to provide the club membership with a first class publication and events schedule.

The result now being a superb Journal in full colour that is full of interesting items and articles to satisfy both collectors and racers alike which I am sure everyone knows is sometimes not an easy balance to achieve.

Having looked at some of my early newsletters from 1988 produced with the aid of a typewriter, I find it difficult to see how any improvements can be made on what we have now dropping through our letterboxes each month in 2010!

Once again my thanks go to everyone involved in the organisation, the general running of the club and for you Jeremy in providing a really interesting competition for us all over the festive period.

I am yours, etc.

Richard Snell

Sir,

Many thanks indeed for the prize from the NSCC Christmas competition. I am absolutely staggered to have come 3<sup>rd</sup>.

The Mercedes-Benz 300SLR was one of those cars on my wish list, so I am delighted to have received it.

I appreciate the effort that goes into producing such a competition and I must say I very much enjoyed this years.

Keep up the splendid job as Editor.

I am yours, etc.

Rob Briggs



## AMG Mercedes C-Klass 2007 "TV Spielfilm Susie Stoddart"

By John Penfold

This particular review car arrived and upon opening the box the first thing you need is sunglasses! What a colour scheme to race in, at least you should get noticed in a shocking pink Mercedes?

The car represents the one which was driven by Susie Stoddart in the 2009 German DTM season as sponsored by "TV Spielfilm" alongside her team mate Jamie Green. That season her overall position in the Championship was 16<sup>th</sup> with the outright champion for that year being Timo Scheider driving an Audi A4.

Susie Stoddart originally hailed from Oban in Scotland but now resides in Switzerland and is probably one of the most successful woman "racing" drivers currently around. She commenced her career in 1997 in karting before progressing via Formula Renault and Formula



3 into the DTM series in 2006. She has in her career been named and awarded as the top female kart driver of the world (2000) and also achieved recognition for her efforts in 2001 when she was selected as one of the finalists in the prestigious BRDC McLaren Autosport *Young*





*Driver of the Year Award* and was selected as the BRDC *Rising Star of the Year*, whilst driving in the Formula Renault Winter Series.

In addition to the above she has a devout following of fans (mostly male I assume given some of her pictures) and indeed has her own website ([susiestoddartracing.com](http://susiestoddartracing.com)) and does plenty of promotional work for Mercedes direct.

Moving on to the car then, it comes in the

usual Carrara crystal case on the sloped plinth with the mirror behind it, interestingly the label refers to this AMG Mercedes C-Klass as being 2007 but on all the information I found researching Susie Stoddart the car entered in the 2009 DTM series was a 2008 model. Of course the usual alternative guide, spare braids and wing mirror are included, which is fortunate as again the mirror appear to be very rigid and I am not sure how long they would last in serious use, along with the spoiler which sits fairly high up on two spars which again don't look likely to last with too many crashes or impacts. ⇒





As I have already pointed out the overall livery is, well, pink and from the real photographs available would appear to be right on the money in terms of the representation of the real car with all sponsor logos etc. correct and present. Particularly worthy of note is the quality of the finish on the tampon printing. Everything is very crisp and clear and the magazine advert on the roof is worthy of mention on its own in that it given the extremely fine detail can be actually read (if I could read German of course) even over the roof aerial to the rear, where you might imagine some bleeding or colour merging to occur.

Overall dimensions for the record are

145mm long x 59mm wide, the wheel base is 90mm and overall the car weighs in at 110grams which is slightly heavier than a number of recent Carrera review cars featured by some 5 grams?

Wheels are a good representation of the alloys used in racing and both front and rear brake discs can be seen behind the spokes. The tyres which are slicks and didn't require much truing for the track test, carry the Dunlop SP Sport Maxx name and logo clearly in yellow and all measure 8.5mm across the tread with a diameter of 20.5mm overall.

Internal details could be construed as a little disappointing, the driver (Susie) is represented by only a upper torso, with half a steering wheel and a gear lever, although in the real cars there isn't much more so perhaps it's not a serious issue, an attempt has been made at her helmet colour scheme though and of course a roll cage is present to add to the overall effect anyway.

Separating the two parts of the body is achieved by undoing the three screws, and as can be seen much of the detail of the air ducts etc. is part of the lower chassis and cannot be removed.

On the underside the car has the usual Carrera polarity switch and there are two





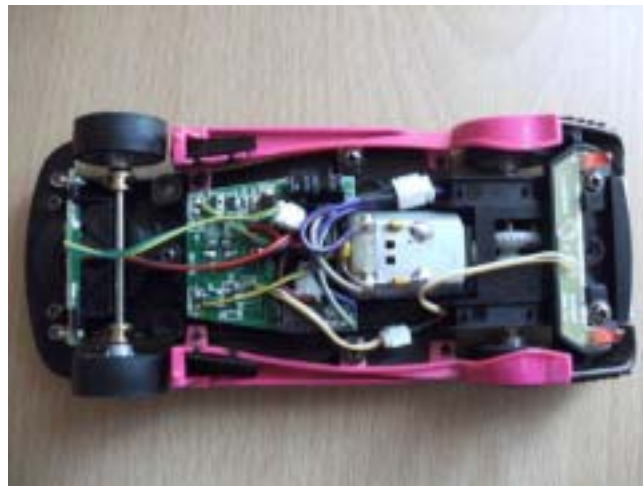


magnets present, sited before (half way between the front and rear axle) the motor and immediately after it (below the rear axle), both of these can be easily removed by undoing the two screws holding each on in place or the owner can fit the additional spacers supplied to get the car to stick even better to the track!

The motor is fixed in a pod removable with a single screw allowing easy maintenance and motor changes. Both axles are full width, mounted in brass bearings and have very little movement in them.

The car can be converted relatively easily to digital as all the wires are connected with the push plug connectors now used by many manufacturers and bright xenon effect headlights and rear lights are present and are very effective but with some slight head light bleed present from beneath the front wheel arches.

Onto the track then, which is a Scalextric Sport track with a good mix of straights, sweeping corners and some tight inner field



bend and usually has a lap time of around 11 seconds with magnets fitted for saloon type cars, although this has recent been bettered to a blistering 10.2 seconds with a very well run and tuned Scalextric Nascar. Before I could commence the guide was swapped over, but everything else was straight out of the box so to speak and I must say I was rather impressed. The car was like lightening, holding the track and setting an initial lap time of 12 seconds almost straight away. This improved after an hour of continuous running when all the gears, axles and motor were bedded in down to a respectable 11.5 seconds, which I think could have improved further if I continued.

After the initial running period with magnets fitted, I removed the magnets the next day for a further test and again I was amazed with the times being achieved, I must admit I had oiled all the running parts prior to this run so perhaps this helped considerably (the motor and gears certainly ran a lot quieter) but the car was achieving almost the same time per lap as having magnets fitted.

In conclusion then I am again impressed by Carrera and the cars they are currently producing, again I cannot possibly emphasize the clarity and detail of the tampon printing on this car and even though pink would not be my first choice for a DTM car I am glad to have added this model to my stable.

Finally I would like to thank the Editor and also the Hobby Company for allowing me to review this car. ■



First to report this month is that U.K. distributor ABGee have kindly offered a number of new Ninco 2010 catalogues (No.17) to our members... If you would like to get hold of a copy, send me an e-mail ([ninconews@nsc.co.uk](mailto:ninconews@nsc.co.uk)) or write (c/o the Editor) with a few words or pictures relating to Ninco. It can be about your favourite car, circuit, collection, race, livery or re-livery. The best entries will be rewarded with the latest catalogue.

### Wheel Beauties!

Some superb new ProRace wheels that are listed in Catalogue No.17, have surfaced first on the new Ninco-S Ferrari 360 "El Gaitero" (50535). The F360 is already a beautiful car

but these new five-spoke wheels really look the part with some fine detail actually machined into them rather than relying on press-fit inserts. These ProRace hubs feature the "anti-crumple" system – a total of four raised ribs within the central width of the wheel offering lighter weight but still retaining full support across the width of the tyre. Manufactured from magnesium/aluminium alloy, these are currently offered in three sizes; 15", 16" and 17" rims, all to suit 3/32" diameter axles. (Part numbers 80752, 80753 & 80754 respectively).

Turning back to the bright red Ferrari, "El Gaitero" translates to "the piper" which is the logo of the Spanish cider producer from the Asturian region sponsoring this car. The gaita asturiana is a type of bagpipe native to the area on the northern coast of Spain which also





happens to be the birth place of Fernando Alonso. Tyres fitted to the front wheels of this Lightning ProRace car are the new “Grip 0” for minimum drag against the track surface. The interior is made up of a Lexan tray with moulded driver and navigator body detail (*although only the driver’s body has a head attached!*) as well as moulded engine detail visible through the rear window. The clear ProRace chassis comes complete with NC-5 Speeder motor (*printed, not wrapped*) held securely in place with a single motor-fixing screw. Silicone covered wires are fitted with ‘quick-release’ spade connectors at the motor end and are held in place just beneath the front axle by cable grips moulded into the chassis. The motor is fitted with a 13-tooth pinion which drives the rear axle via a lightened 31-tooth crown gear. Fully assembled by way of two titanium screws, the F360 weighs in at just 82-grams with just 20-grams attributed to the complete body. The lightweight nature of this “rally” car is sure to help it fly around stages in lightning time. Shame about the navigator’s head, but oh, those wheels...



### **Gearing Up for a Win**

New ProRace gears have been released to aid tuning the car for optimum performance. A choice of three Crowns and three Pinions designed for the Angle-Winder chassis enables nine combinations to determine top speed or acceleration. The new “V.03” series is once again lightweight and reported to be more compact by way of a ‘minimised separator’. Designed for 3/32” axles, Crowns are colour-coded Red:31-tooth (80245), Black:32-tooth (80246) and Blue:33-tooth (80247) whilst Pinions are now supplied with two grub screws for ‘double-fixing’ on 11- (80248), 12- (80249) and 13-tooth (80250) parts.

### **NWC 2010 - U.K. Qualifying**

Have you entered for the chance to represent your country at this year’s Ninco World Cup Final? The first round of U.K. qualifying takes place at Wye Valley in South Wales on Sunday 11<sup>th</sup> April. Round two is scheduled for next month, May 9<sup>th</sup>, at MHSC, Watford before a summer break in June. The third round moves to Southend on 4<sup>th</sup> July at GT Raceway. August 1<sup>st</sup> will see round four held at West London and the final chance (round five) to make the grade will be at Burnt Oak on 11<sup>th</sup> September. Please Contact Graeme Thoburn via his e-mail ([graemethoburn@aol.com](mailto:graemethoburn@aol.com)) or through GT Raceway for more information on the NWC2010 Qualifying series.

### **F1 Exclusive – Only for April!**

A new Limited Edition F1 model is available for a limited period only to celebrate Lotus’ return to the Formula One grid this year. Finished in a high gloss lacquer, the classic black and gold John Player Special livery is a rarity in today’s



politically correct, health and safety conscious environment. In fact, special permission was sought from the government to relax the ban on toys carrying tobacco advertising and surprisingly it was granted on the proviso that all models were ordered and shipped on the first of this month exploiting a little-known loop-hole linked to a Parliamentary act set up on the 2<sup>nd</sup> April 1989 running through to 31<sup>st</sup> March 1990. When the act was passed, the wording stated that this period should “recur” until the act was amended and so the 24-hour period between 31<sup>st</sup> March and 2<sup>nd</sup> April was never accounted for. Even today, this act remains unchanged.

The Ninco “JPS F1 Tribute” car (*ref.no.10410*) is only available to the U.K. and must be ordered

on-line with prospective purchasers needing to provide proof of both NSCC and Club Ninco membership before access to the secure payment web-page can be granted. I’m aware that many of you have missed out on recent ‘website only’ purchases, so hopefully this advanced warning will enable you to secure a true classic. Attention to detail is second to none with fine gold leaf pinstripes, sponsor names and large roundels covering all aspects of the car. Even the wheels are silver and gold leaf, just as you can expect to see on the full size car which is scheduled to make an appearance at Goodwood later this year where it will tackle the infamous “Hill Climb” driven by none other than veteran Lotus F1 test driver - *A.P.Rilfool*. ■



This month's big releases here in the U.K. are new versions of two of Slot.It's most popular cars. The first is CA12b the Audi R8C #9, which was driven by Stefan Johansson, Christian Abt and Stephane Ortelli at Le Mans in 1999. Sadly this car suffered gearbox failure on lap 55, while the sister #10 R8C of Weaver, Wallace and McCarthy suffered a similar failure on lap 198. This marked the only appearance of the works R8C's at Le Mans as the open cockpit R8Rs finished a fine 3<sup>rd</sup> and 4<sup>th</sup> and of course went on to be developed into Le Mans winners. The R8C was designed for Audi by possibly one of the most experienced race car designers of all time Tony Southgate. Tony had started designing at Lola, moved to Brabham, back to Lola, Surtees, Eagle, BRM, Shadow, Lotus, Arrows,

Theodore, Ensign, Ford (C100 and RS200 rally car), and TWR – Jaguar, before coming up with freelance designs for Toyota, Ferrari, Lister, Nissan and of course Audi.

On to the slot car then and as ever with Slot.It the proportions of this shapely machine are superbly reproduced in 1/32<sup>nd</sup> with the main silver and black of the livery being enhanced by a further seven different tampon printed shades, which mimic the various sponsors logo's just as they appeared on the real car back in 1999. Lights, wheel inserts, wipers, antenna, filler caps and grilles all add to the excellent detail features on this model, and while the interior of the cockpit is mostly black, it contains decent detail, with a good representation of ex-GP star Stefan Johansson behind the wheel. Standard chassis and set up is for in-line offset, and can be



Audi R8C -1999 (Picture courtesy of Slot.It / AB Gee Limited)



**Audi and McLaren (modified with Evo 6 chassis for S.I.C.) in head on action (Cars loaned by Slot Box)**

changed to in-line and boxer in-line and SSD compatibility. The box also contains a spare new style Evo 6 type chassis to allow a change to boxer angle winder as well as magnetically sprung suspension (The Evo 6 chassis and motor mounts are also now available as separate spares). As ever Slot.It also provide two spare soft compound rear tyres without the Michelin logo's of the standard ones for those who want more grip straight away. All in all a superbly detailed model with welcome extras for the more serious racer.

Next up is reference CA10d this being the Gulf Team Davidoff / GTC Racing #41 McLaren F1 GTR Long tail as driven by Anders Olofsson, Jean-Marc Gounon, and Pierre-Henri Raphanel to a fine second place at Le Mans in 1997. Amazingly this class winning GT1 machine finished on 360 laps just one behind the Prototype winning Joest Racing TWR Porsche WSC95 of Michele Alboreto, Stefan Johansson, and Tom Kristensen. Again

the McLaren F1 GTR was designed by one of the all time legends, South African Gordon Murray who had previously designed world championship winning F1 cars for Bernie Ecclestone's Brabham Team.

This will surely be a popular seller (I gather a number of U.K. dealers have already sold out of the initial batches – special thanks to Slot Box for the loan of the cars for review) as the lower



**McLaren F1 GTR 1997 (Picture courtesy of Slot.It / AB Gee Limited)**



part and sides of the car are in the black and red Davidoff colours, with the iconic orange and sky blue Gulf colours on the upper surfaces. As I would expect the overall scheme appears spot on with all the sponsors logo's exactly where they should appear, dimensionally the car looks right with vents, grilles, fuel caps, antenna, etc. all being located in the correct places to combine to give an excellent model of what I think is the best looking Long tail GTR 1 of them all. Interior wise the layout is correct with the central driving position, well detailed cockpit (albeit mainly black like the real thing) and a good representation of Olofsson.



**Audi and McLaren (modified with Evo 6 chassis for S.I.C.) side by side through turn 7 at Wolverhampton (Cars loaned by Slot Box)**

As with the Audi standard chassis set up is for offset in-line, but again a new type Evo 6 spare chassis is provided and between them these allow for in-line, boxer in-line, side-winder, and angle winder layouts as well as SSD and magnet suspension compatibility. Straight from the box these cars are capable of a highly respectable 8.5-9 seconds on the Wolves International track in my old hands, and already some of the Wolves Slot.It Challenge U.K. racers have converted them to angle winder versions using the spare chassis and have them rocketing around in the 6.0 - 6.5 second bracket so as you can tell they are still amongst the quickest 1/32<sup>nd</sup> scale slot cars available.

Other new releases which should be coming

to the U.K. in April are the new SCP-1 telemetry box system, which combines a track interface and telemetry box and can record and save both sector and lap times to a pc or laptop and when used with earphones will provide real time feedback to the driver. (No more scuttling off to the screen to see what your last lap time was). While primarily designed for Slot.Its controller it can be used with any controller and the system covers two lanes at a time, and is fully compatible with DS lap counters and bridges, and similar devices such as Wincrono and Dead strip.

Also scheduled to appear this month is a tool no slot racer should be without the new SP21 pinion extractor / pusher tool. This looks like an excellent piece of kit and I would expect it is compatible with a whole host of motor types and pinions, not just Slot.It. I shall be obtaining one of these as soon as they are available and bring you more in depth details next time.

There is one other new release this month, the first shipments of the Chaparral 2E are on the way, but sadly not in time for this edition of Forza Slot.It so I'm afraid you'll have to wait



**SP21 Pinion tool (Picture courtesy of Slot It / AB Gee Limited)**

until next time for a full review of this much anticipated car. Rumour has it that Chaparral's are amongst Maurizio's favourite cars and he would like to produce a 2J with working fans one day – now wouldn't that be something! Finally for those folks in the U.K. who couldn't get their hands on the CW06 Mazda Renown I gather that a second shipment has arrived and is available via stockists.

Till next time keep on Slotting It. ■

BY DEANE WALPOLE

# H:O

# WORLD

email: howorld@nsc.co.uk



AFX continues to build up to a 2010 recovery following the tumultuous events of 2009. With the four original Champcars pretty much sold out, the company has released two generic colour schemes on the same Panoz body with four more to follow in the latest version of the ever-popular four lane 'Super International' set.



a big seller, and should help cement the Mega-G chassis as AFX's headline (and indeed only currently produced) chassis.

The Audi R10 featured in my last column continues to move toward production, pictures of Stereolithographic version of the body recently appearing on American forums. The planned Peugeot 908 is some way behind it at the moment, but could catch up especially as there is a high chance AFX plan to put both cars in suitably themed head-to-head sets. =>

These four cars heavily suggest certain F1 colour schemes, whilst steering well clear of any licensing and approval issues. The set is usually







Meanwhile the number of privateer colour schemes continues to rise, which must please AFX, as must the fact the 2010 works cars has a lot more blue in it's scheme. Whilst the aforementioned licensing and approval hurdles would still have to be overcome, a lot of the R&D and production costs will be amortized the more versions are released. When AFX decided to do these two cars, Audi had been firm that there would be no privateer cars, and their French rivals were very non-committal on the matter, so the situation has worked out well for AFX.

Some of the set car and 908 images here are either world exclusives or UK-exclusives. ■

# NSCC Committee Term Ballot Result

**By Stephen Barber (Secretary)**

Members who read my report of the result of the recent Committee elections in March's Journal will recall that, only one candidate having come forward for the one vacant post (of Chairman) and thus no actual ballot of members being needed on that matter, the Committee felt that it would be unnecessary expenditure on the club's part to print and distribute ballot papers purely for the matter of canvassing opinion on whether the term of office between elections should increase from one year to three. I therefore reminded members that this proposal had been made in the December Journal and requested that any who felt that it should not be adopted should register their objection and reason(s) for it by email.

Of the 790-strong membership, only five members opposed the proposal (with only four of those five actually taking time to explain the reasons for their opposition). Although some well-intentioned and valid arguments were made for the retention of annual elections – and I'd like to thank those who did so for taking the time to consider this issue and writing in – what also emerged was that there seemed to have been a degree of misunderstanding on the part of a few as to what was actually being proposed, with one member thinking that the three years was being proposed as both a minimum *and* maximum term; i.e.: that, once elected, no Committee member would be able to step down, whatever the circumstances, for three years; whilst, at the end of the three years *every* member would have to step down and an entire new Committee be elected! That of course is *not* what was being proposed.

I'm therefore pleased to report that the result of the ballot was a resounding victory for the proposal in hand – that there will henceforward be a period of three years

between the announcement of elections to the Committee. The next election will therefore be September 2012 (backdating the three-year term to when the election *should* have taken place last year).

As stated above, those who emailed me clearly had given some thought and consideration to their arguments; however, what also emerged as a sidebar to this matter having been raised, was that there seems to have been a degree of gossip and misinformation being promulgated by word of mouth and on an internet discussion forum regarding the NSCC Committee, following our former Chairman's posting on the subject of the three-year proposal on the forum in question. The result of this was, rather ironically, that, whilst I was away in Holland representing the club along with the Membership Secretary at our own expense, the comments escalated to the degree that the Committee were referred to as 'Stalinists', described as having suffered 'mass resignations' and accused of withholding information from ordinary members.

Whilst much of this was essentially an overreaction, it has nevertheless become clear that the best way to scotch such ill-natured gossip and stop the rumour mill is to clarify a little the reasons for the changes which took place within the Committee at the end of last year.

The Committee first wish to set the record straight regarding rumours, which have been spread by some individuals of 'mass resignations'. What *actually* happened at the Committee meeting held on 8<sup>th</sup> November 2009 is that I, along with the Treasurer and Membership Secretary, tabled a Motion of No Confidence in the then Factory Liaison Officer. This motion centred around four main issues. Firstly, extreme dissatisfaction regarding the selection process⇒



of attendees for the Hornby/NSCC Weekend, and in particular the Factory Liaison Officer's failure to involve the rest of the Committee in that process, contrary to several committee decisions and requests for him to do so. Members of the Committee have also been contacted by club members many times over the past several years, who had expressed doubts and questions about the selection process for the Weekend. Secondly, the motion dealt with the suggestion by a former Promotions Officer that then unsold NSCC 2008 Club Cars (the Skodas) be offered to a couple of dealers at trade price; the Factory Liaison Officer claimed that agreement to this was to be found in Committee minutes and/or emails but this wasn't the case and, with some 150 of the cars then still remaining and sales of a membership-plus-car package being successful on eBay, the Committee felt that this was not in the best interests of the club. The third issue was a matter of misleading information regarding the 2010 Club Car and a 2010 NSCC/Hornby Weekend which had been posted on the Committee's own private internet forum. (This is a forum that we use to quickly communicate with each other and post information and ideas, a welcome initiative on the part of our Webmaster, Martin). The fourth aspect of the motion concerned the record kept of the 2008 charity auction at the NSCC/Hornby Weekend, which also involved a club member being misled by an officer of the Committee.

The motion was extensively debated and discussed for over two hours, following which a vote was taken and the Motion of No Confidence was carried by 3 votes in favour, 0 votes against and 3 abstentions (the Chairman, of course, did not vote); the motion was therefore carried and the Factory Liaison left the meeting. The Chairman then also left the meeting, having tendered his resignation. The Sales Officer, who was not present at the meeting, asked for a copy of the Motion of No Confidence (to which he was entitled as a standing Committee member); on receipt of this privileged document and, having considered its contents, he too tendered his resignation. In his

resignation letter he agreed with many of the points raised in the motion and summed up by saying that he felt the Committee had made the right decision, although he was saddened by it. I regretted his decision to resign, but respected it and was grateful for the thoughtful and dignified terms in which he couched his resignation letter.

On this matter, I should finally state here that the reason that more information on this subject has not previously been published was twofold: firstly, quite simply, so as not to take up Journal space with what might be seen by some as tedious Committee matters rather than slot cars; secondly, following the carrying of the Motion of No Confidence in the Factory Liaison Officer and the resignation of the Chairman and Trade Sales Officer, the Committee made a gentlemen's agreement that, in recognition of their previous service to the club, matters would rest there and we would spare them the embarrassment of a detailed adumbration of events surrounding their leaving the Committee. However, with the rumour mill having gone into overdrive with increasingly false and salacious claims being made regrettably, it has been necessary to set the record straight.

The other main issue, which seems to have caused a degree of 'shouting' in some quarters has surrounded the recent election itself. Firstly, one member has been complaining at the delay of the election by two months (from September to December 2009). As you will recall, I apologised in my election announcement in December for my (and the then Chairman's) having taken our respective eyes off the ball on this one. But, this small stick having now been turned into an extremely large log to attempt to beat me with, I feel it only fair to spell out, now, that the main reason for the delay to the election was simply that the Committee felt we couldn't properly manage the running of an election with the issues that were finally dealt with on November 8<sup>th</sup> remaining unresolved. We had made several attempts to arrange an earlier Committee meeting, but hadn't been able to find

a date that suited the maximum number of Committee members (so as to be as fully-democratic as possible) before that one.

In conclusion, despite all the above, the important thing is that what our club now has in place is a fully-functioning, vibrant Committee of diverse but cooperative individuals who all have the club's best interests absolutely at heart, and who are all working in the same, positive direction. Factory Liaison news from Hornby has continued uninterrupted, and is written by a member who is a passionate and knowledgeable enthusiast. The 2010 NSCC 30th Anniversary car – a Scalextric car – is back on track and *will* now be produced, and will be available later this year; it is a stunning car and will be in a special presentation box, we are sure that members will be delighted with it; we also have exciting plans for future NSCC cars. The NSCC Weekend has also been rescued, and will take place in November with an improved format, this time with all of the Committee deciding who attends, and with priority being given to members who have not attended before. To sum-up, the Committee has dealt with the problems that were holding the club back, and we're moving ahead in our 30th Anniversary year with many exciting plans to celebrate this landmark, and we can confidently say that members can look forward to more good news which will be revealed over the next few months.

The NSCC is a hobby club, not a plc, and your Committee devote time voluntarily to keep the club flourishing and help it to grow; membership has been steadily increasing this year, despite the distractions of the internet and eBay. The Committee don't for one moment believe they are beyond criticism, as long as it's constructive and we always welcome feedback and ideas as to how we can continue to improve our club and keep it relevant in the 21st Century.

Thank you from all of the Committee for your continuing support and encouragement, of course if you do have any further relevant questions on this matter then please do ask one of us, otherwise we would like to hope that we can now continue to celebrate our 30 years as a club. ■



**email: ebaywatch@nsc.co.uk**

I guess most members enjoyed the auction report last month as I did not get any complaints and no comments on Slotforum either. This month has been quieter I would say than last month though a free listing weekend for private sellers late in the month boosted listings by a couple of thousand to the 15,000 level as in keeping with what I have come to expect generally with this sort of promotion. Some items from that listing weekend will hopefully be caught before this copy deadline and the rest maybe next month. No sooner had I reported last month that digital chips and cars were fetching a premium, than it seems prices have fallen back again as I suspect the Christmas money has been spent and parents have been telling their kids that's it for the time being on the slot car buying front. However on the collector side of things prices remain very mixed but buoyant at the top end of the market as I think you may agree with the items spotted this month.

### **Auto Union**

I know have mentioned this in the past but it seems that sale prices are going to another level currently than most collectors would have expected. After seeing one model breach the £2,000 level in recent months two more very nice boxed yellow examples fetched £1,840 and £1,430, but although the cheaper one appeared unused it was however missing a windscreen (290410794864) A very nice boxed white example made four figures at £1,353 (260570756914). This perhaps explains why an Auto Union front axle assembly still in the bag made £215 on Sunday night - check out 180482949088 as these can often get broken. This has also had a knock on effect on the Pink Kar models, though with a little patience the

yellow models can still be picked up for less than £30 though I have seen a U.S. seller wanting an eye watering ten times that amount on a BIN of \$435 and the box was torn as well! Other Pink Kar colours spotted included a double wheeled silver model at £23 one time and £37 the next, green £37, blue £39 and chrome set at £73. Moving on to Pink Kar "Bugs", all on a Sunday evening, a green one fetched £42, white £45, and a black LE £138. These compared well to the DJ Auction lot mentioned last month. I wonder what an original Scalextric Bugatti would make in the seemingly buoyant market?

Just as Lotus have made a comeback in F1 there seems to me maybe a bit more more interest in those cars currently. It certainly was the case with an Ostorero Jim Clark Lotus type 38 that made £440 on a Sunday night, but this was from a gold Limited Edition of 30 from a Spanish seller (120540352407). Another international seller from Mexico was also probably delighted with the £396.60 they realized for a blue Exin Mexican Ferrari B-3 (140391528573). Back to U.K. sellers and I was quite surprised to see that a mint boxed CK1 kit did not make more than the £338.18 on a Wednesday night as it was still sealed. Another rare Scalextric car that made a few pennies was a Porsche C119 in grey. According to the seller it was unique and made £282 on Sunday night. However other examples are known to exist and can be found on one of our well known collectors reference sites and the link was put in the listing in response to my question if you check out 300406241788. Making a few pounds more at £310 was a Scalextric vintage James Bond Box. It only was the top lid and base mind you, but the lid looked a nice example for the Saturday night purchaser.

## Cartrix

I thought this make was worth a mention this month as a number of Cartrix cars from a Danish seller were listed and some attracted very good bids in excess of the normal £30 to £40 these cars usually sell for. Top prices were £157 and £89 for the Mercedes W196 ref 0911 and 0912, followed by a Bugatti T251 ref 0964 at £67 and Ferrari F555 ref 0940 at £92. Could these be starting to be more collectable perhaps? Prices as listed and spelt on U.K. eBay unless stated, with the time and auction ending day.

Scalextric Vintage Spinning Superstox C.313 Car (Boxed) £35 (Gold car. Front bumper broken, missing exhausts on Thursday night single bid 120537780883)

NINCO SET OF RENAULT MEGANE COPA CARS 1,2,3 AND 4 MINT £96 (Full set MB on Thursday night 180475680244)

Mercedes-Benz SLR McLaren, 2010 'Club' membership car £39.99 (On Thursday lunchtime. Another went for £29.99 BIN earlier that morning)

1981 scalextric guide haynes manual roger gillam £5 (1st edition book name written inside and few loose pages on Weds night 200446127287)

Affix - 100 Copper Conductors - Slot Car £13.06 (Pickups loose on Wednesday night - AIRFIX not spelt correct. 170452755530)

Scalextric Alfa Romeo Red Ref C241 Mega Rare Mint Boxed £147 (Tuesday night)

Rare 1960s Scalextric Catalogue Super 124 Complete VGC £9.95 (Original copy, small tear and mark on front on Wednesday afternoon only one bidder, not me! 270539072052)

Porsche twin pack £28.10 (Flying Lizard and Maldives new ex set cars on Tuesday night)

PEUGEOT 405 "Pioneer" 4X4 RS SCALEXTRIC SCX RARE NEW £78 (Monday night 320495336119. Yellow Peugeot made £62 same night 320495527398)

Lotus 49 Gold Leaf Limited Edition 44 of 1500 £63 (Monday night)

Talbot Sunbean Lotus "Dirty" Ltd Ed SCX Scalextric NEW £41.00 (one of 500 by J Specialist Models. Not an official SCX release? Thursday night 220577047230)

3 pit signs ferrari porsche and lotus and 4 track signs £14.03 (plus 8 event board signs and bag of oil drums on Monday night 320495478734)  
SCALEXTRIC BOND BANDIT  
MERCEDES 190 sl £205 (Some repro parts and minor repairs on Sunday night 230441200042)

SCALEXTRIC C97 JAMES BOND ASTON MARTIN £496 (some brown marks and repro parts on Sunday night 230441200361)

RARE LIMITED ED Fly Panoz GTR-1 'Paginas Amarillas T7' £51.01 (Sunday night)

1/24 SCALEXTRIC SUPER 124 LOTUS 24C/500 VERY RARE £411 (Green car with nose cone repaired unboxed on Sunday night 290408952119)

Painted 1/32 1960's Monogram/MRRC Track Figures, Superb

£51 (Superbly painted 2 men and 2 women on Sunday night 220564185331)

SCALEXTRIC 2005 RANGE PRESENTATION Mini Cooper S RARE £310.89 (Sunday night)

Scalextric John Player Special 1970's near MINT boxed £64.34 (Massive price for no 8 in blue base box on Sunday lunchtime 230443415380)

SCALEXTRIC EMBROIDERED BADGE FORMULA 1 DRIVER VERY RARE £7.49 (Sunday night)

technical journal of model car racing 1960 £17.97 (US book covering cars made 1958 to 1966 on Sunday night 130372700467)

Scalextric NSCC 1999 Goodwood Marshalls Badge Very Good £1.71 (Sunday afternoon 110503750701)

NINCO/SCX/SCALEXTRIC ALFA 155 SLOT TROPHY 1997 UNIQUE £56.55 (Chrome car on Ninco trophy plinth on Sunday night 290415157187)

Lastly, would you have gambled on a SCALEXTRIC TRIANG FERRARI 250 GT BERLINETTA at £1,043 on Sunday afternoon? Yellow and green cars with blue interiors from a new seller with zero feedback registered in Mexico on U.K. eBay (270552011648) was perhaps a little risky, but someone may have nabbed a bargain? ■

