



**No. 340 July 2010**

## **Contents**

Events.....	2
Diary Dates.....	5
Messages From Margate.....	6
Shipments From Spain.....	10
Ninco News.....	13
Brooklands 2010.....	15
Carrera Corner.....	17
Forza Slot.It.....	22
Mussel Bay SCC.....	27
Carrera Review.....	30
Scalextric Review.....	33
Kits 'N' Bobs.....	35
Francois Cevert - Tyrell.....	38
"Little & Large".....	40
Ebay Watch.....	43
Members Adverts.....	45



**THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS**

## **Goodwood Again!**

So another Goodwood Festival of Speed has just passed, again attended by myself and my good friend Mr M (who I keep trying to get to join the NSCC but alas fail as his loyalties are still with trains!) and despite the sun cream we still came away slightly rare to medium.

This year was a little bit different for us, in that my daughter (5 years old going on 13!) decided she wanted to come and despite the prospect of boredom we let her.

To be fair she enjoyed herself, apart from the moment when one of the red arrows decided to pass over the rally stage paddock at about 30 feet from the ground on the "blind side", mind you I think the pilot got a scare when a small girl passed him going vertical with fright!

One thing struck me this year was on the Saturday how busy it was, despite the increases in prices every year more and more people seem to be there. I wonder at what point the price will start deterring people? After all it is getting a bit pricy for a day out especially if you take into account the cost of food and drink there. Yes I know you can take your own, but we tried that once and after lugging it in rucksack all over the estate thought never again, we'd rather travel light and then complain!

Still for the money it is a great day out and as children under 12 can get in free, I suppose ultimately it's not too bad value.

I am also a bit surprised that more traders aren't in attendance selling slot car related things, I would have thought it was a potential source of sales particularly in these still difficult times, perhaps Lord March charges too much for a pitch, maybe someone could let me know?

Anyway, for those that when to GFoS I trust you enjoyed it and if you haven't been you should try it, we've only ever missed two of them, one being the first one held (as we didn't know about it) and the second one being my wedding day (I raised the issue with Lord March but never got a reply!), and finally no I am not on his promotional staff!

So until next month

Jeremy



# MESSAGES FROM MARGATE



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

By Pete Simpson

After the Donington extravaganza, this month has been a bit quieter, although don't forget that Brooklands is only just around the corner. Maybe it's no bad thing for this lull to create a breathing space as I'd guess that many members will welcome the opportunity to replenish the toy fund.

The mystery surrounding the new reference numbers on the base of the latest cars has been revealed. Coincidentally the first models to sport this ID were both Ferraris so it was easy to assume that the 7 / 10 related to the sell-by date, linked to the licensing agreement. This is not the case; it merely donates the week and year of manufacture: this neatly explains why the Krohn F430 is dated 15 / 10.

Whew, we can't have the Editor getting all the best piccys! Last month Jeremy treated us all to the art work for the 2010 club car: this month I can trump that with photos of the real thing! If anyone was uncertain if the colour scheme looked good enough to make it a worthwhile purchase, here are a few views of the prototype model presented for approval. It really looks stunning.



This month sees a couple of cars at the final approval stage: the Super Resistant James Bond Aston Martin DB5 from the 007 set, C1254 and the Jaguar XKR GT3, C3081. Unfortunately, as both cars had minor details that needed amendment prior to final manufacture sign-off, I was unable to take any photographs. I can confirm, however, that both cars are to the standard expected. The Aston sports the machine-guns mounted, and deployed, in the correct location, in contrast to the 1960s' release. I can see the body shape of this one being contentious as we all have our own ideas





of how it should be: many will have better memories of the Corgi model than of the real thing! One point to bear in mind before commenting – the film car wasn't actually a true DB5 anyway, it was a prototype build from a modified DB4: only the close ups and subsequent promotional vehicles were production DB5s. So how accurate is the Scalex model? As I saw it, the “missing” DB5 badges on the front wings were true to the film car. It might be worth keeping one in the glove box ready for comparison when a real one is encountered in a pub car park.

The only new model that I saw which had been approved to enter production was the latest Porsche 911 GT3, this version representing the A-Ha Coffee sponsored car of 1994 Carrera Cup champion, Matthew Marsh. A slightly obscure sample to model but it looks very nice in a rich, dark shade of brown. This is certainly one for the Porsche collectors to acquire.

Now that I'm attuned to the exact date that cars become available, I was surprised to see the



Dukes' Dodge and the Jaguar D-Type, from the 1955 Le Mans set, listed on e-bay appreciably before my preferred on-line seller had any stock. Indeed, as I write this in mid June, these cars are still not with the retailers and yet are being listed as if available. Just be careful though – one seller promises to dispatch within 10 days of the auction finishing, obviously hoping to have received stock by then.

For all the younger members out there, the next month looks to witness the arrival of the Start system – Big Time! How about an intro→→



range to go head to head with Carrera “GO”, but in proper 1/32<sup>nd</sup> scale? As I write this, the Scalextric team are convinced that the cars are as resilient as is practicable whilst retaining sufficient detail to look familiar as representing current vehicle styles. The adoption of generic shapes avoids the burdens of licensing and gaining manufacturer approval and is subsequently reflected in the price we all have to pay. It worked for the Electra and Javelin back in the days of catalogue 9 so let’s hope it can work again in today’s ever more challenging market place. All sets shown in the catalogue should be available early in July, together with an unexpected bonus. Argos has commissioned a fourth variant of the sets: the “Special Stage” box lid is shown here. Whilst generally similar to the “World Rally” set, the cars will be white and red rather than blue and red, all Rally cars being the same shape of course.

A quick look at the box art will reveal a few minor changes to the images in the catalogue: the red GP car now carries revised livery as that originally planned was considered just too reminiscent of a certain other red car. For the number junkies, the sets are C1249 - World Rally, C1250 - Grand Prix, C1251 - GT Endurance with the Argos set being allocated C1266. Don’t forget to keep a sharp eye open for the German-only Mercedes Petronas set as well.

The Start two-car packs are now expected to be in the shops hot on the heels of the sets: either during July or early August. These will certainly be ideal base models for all those fantasy liveries you’ve always fancied but didn’t care to risk on a perfectly good, painted model. Well, these cars could be the basis of a whole new venture into slot car modelling, whatever your preferred aspect of motor sport. I’m already preparing the basic decals for a Gulf liveried GT car, the 2010 Lotus and a rally car sponsored by my local car dealer.

One minor disappointment, relating to the Start-shape cars, is that their smaller Micro cousins may not be in the shops until September: I’ll keep you informed as more details become available.

As if the Start wasn’t enough to spend money on during July, for the other end of the market the (deep breath...) Advanced 6 Car Digital Race Control Powerbase should finally materialise! To be fair to Hornby, this is a pretty advanced bit of kit, set to define the future of digital racing so no risks have been taken with a tempting premature release. Of late it has been undergoing real-world testing: at Donington, both in analogue and digital layouts, it performed faultlessly all day and is currently on the road touring shopping centres in order to demonstrate how it survives in the hands of the public. So, July it is.



Here’s a proud Scalextric owner. Now, is Mr Brawn smiling due to the exemplary quality of the forthcoming models or in remembrance of last year’s jump on the competition? Certainly the next F1 release should bring plenty of joy to a few owners. As can be seen from these pictures, Jenson’s 2009 car from the Brazilian GP has been replicated to perfection, resplendent in Mapfre, the Spanish insurer’s, livery. Anyone that questions the design of Jenson’s beautifully detailed helmet may be







forgiven for believing that it is incorrect and dates from earlier in the season. However, those guys at Hornby must be getting more perverse by the car and have indeed got it correct – for the practice sessions! Jensen changed his helmet for the actual race.



Having, very nearly, got all of the Q2 cars into the shops, attention now turns to the first of the Q3 arrivals. The first of these are expected to be C3096, the Ford Cortina which won the 1964 East African Safari, C3099, the Ford Escort that won the 1972 Safari Rally and C3097, another fine GT40 MkII from Le Mans 1966. ■





Spain may be winding down for their summer breaks but UK distributor AEC are busy busy.

They are preparing for another impressive display of the SCX range at the Brooklands Slot Festival next month. They plan to have around 7 tracks for guests to compete on, including all of their different types, SCX Digital, SCX Analogue, SCX Compact and SCX off road. The SCX routed MDF track will also be there.



Steve from AEC has forwarded me some progress photos of one of the new tracks being built for this event (which replaces the popular Race of Champions track). Including a hanger and a Concorde model the new SCX Digital track allows for 6 racers to run through the hanger around the plane before running down to the old castle section.

All the tracks on display will be open to all and a competition will be run (in the form of a mini rally) with times taken at each track. Times will be displayed during the day and the fastest total times will win prizes. There will be prizes for juniors, teenagers and us old folk as well! There are numerous prizes to be won, including sets and individual cars.

The SCX display will be in the Chequered Flag room, do come along and say hello, I will be entering the times etc. and generally getting in the way!

So moving on then and just the one new model release this month from SCX.



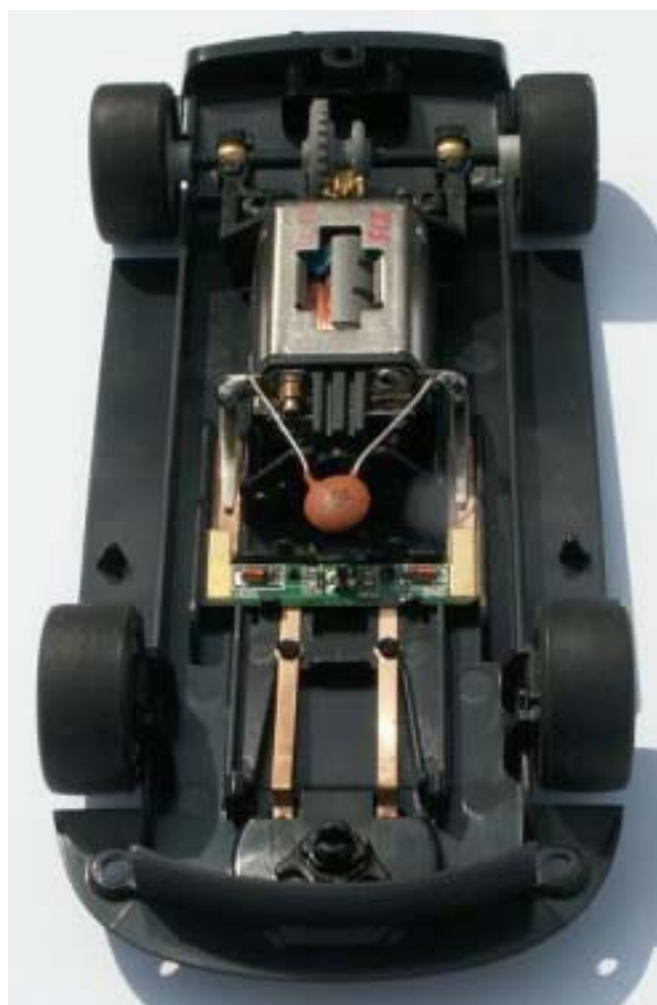


**Ref. 64640 – SCX Renault Mégane  
Trophy “McGregor” #21 “Mike  
Verschuur” – Eurocup 2009 winner.**



Featuring the RX42B motor, floating motor pod, adjustable/removable magnet, sprung guide and the hot swap analogue/digital guide assembly. Available in the UK now from your preferred slot pusher.

Also on display in the Chequered Flag room



at Brooklands will be some new models from Teamslot and a track to play with them. The long awaited Teamslot Lancia Stratos Chequered Flag car will be launched at Brooklands along with the new Lancia Stratos Gold Edition San Remo Rally 1975. Both these new cars are fitted with a new improved Teamslot chassis (which I will be testing soon).

So until next month I hope to see you at Brooklands in August. ■





The summer deliveries have arrived and they will only need spaces in the short term car park as they are sure to be snapped up quickly:



The Ninco-1 Mégane McGregor (55021) looks splendid in its rich, dark blue paintwork and is soon to be joined by its Ninco-S sibling in the prominent orange and blue ATAC livery (50551).

The new Ford GT looks hungry for its first win under the striking silver and maroon "BEL" livery (50536) and my personal favourite is the beautiful red XLOT Ferrari F430 "Forato"



(60005). The crisp, clear tampo printing on all aspects of the bodywork are perfectly matched by the same attention to detail applied to the interior with detailed dash and pace-notes. Even the 4.3litre V8 engine looks awesome through the crystal clear engine cover. (*The true power source for this 1/28<sup>th</sup> scale racer is actually a Ninco XL-1 motor*).



### New Website

Over the past few months, Ninco have been working on a totally new website which displays their entire range of hobby products from scale slot-cars, planes and helicopters through to ➡➡







4-wheel drive RC cars and boats! Recent upgrades allow many pages to be displayed in English, Catalan or Spanish. Those familiar with the old site will be pleased to learn that the Club Ninco link has been carried across and allows members access to exclusive new areas such as a full listing of every slot car produced by Ninco since their very first 1/32<sup>nd</sup> scale Renault Clio (50101) produced in 1993. Special offers and Club cars will also be on offer only to registered Club Ninco members.

Oak on 11<sup>th</sup> September. Details can be found via SlotForum or by contacting Graeme Thoburn at GT Raceway ([graemethoburn@aol.com](mailto:graemethoburn@aol.com)). I look forward to seeing you there. ■

### **Dakar Special**

Spanish slot-car magazine “Mas Slot” are publishing a special series of magazines dedicated to the history of the Dakar race. The series will take the form of a limited number of magazines and cars, three of which will be manufactured by Ninco. The first is a special edition BMW X5 “Team Delta Q” (50562) Raid car – The entire series is only available in Spain.

### **World Cup Hopes**

By the time you read this, Round 3 of the Ninco World Cup UK Qualifying series will have been run but you’ll have to wait until next month to read the results in this publication. Team GTR lead the field as they enter the third round but there are still two more to go after this one; Round 4 will be held at West London on 1<sup>st</sup> August followed by the final round (5) at Burnt

# Brooklands Slot Racing Festival – Sunday 8<sup>th</sup> August 2010

By Sean Fothergill

Following on from the success of last years event when a successful attempt at recreating the worlds longest Scalextric track following the original Brooklands circuit was made, we decided that this years event would again concentrate on public participation, however this time all you need to do is turn up, there's no need to go clambering through the undergrowth or wading across the river as all the tracks – over 20 of them will be ready and waiting for you. So bring along your friends, family and fellow racers as it promises to be a great fun day out.

We have managed to persuade, bribe and hold to ransom all of the major slot car manufacturers to support this years event. Scalextric will again be running the Test Hill challenge, except this year you will be racing up the 350 foot 1in 4 hill, side by side with other competitors, they also provide the Scalextric road show truck and digital Nuremberg circuit (operated by the NSCC). SCX will have a number of fantastic track layouts to compete in the chequered flag stages, including digital, compact and various road and rally stages with

fantastic prizes to be won. Carrera will be present with a huge digital layout. Team Slot will be represented at the event with a test track and a considerable display of their range. For drag racing fans Getslotted will be back again with a brand new custom built drag strip located under the iconic Concorde. You're invited to come along with your fastest cars and break the sound barrier 1/32 scale! The Brooklands feature race will take place in the chequered flag room, where some of the UK's top slot car builders and racers will gather for a prestigious race meeting for 1920s and 1930s replica Brooklands race cars, each built to exacting standards and raced on a circuit specially built for the day. Pioneer who will also have a track layout available to put their range of cars through their paces and sponsor the feature race. New events this year include the superb Trojan racing mobile track and the Scalextric challenge in support of the Help for Heroes Charity.

For those who are feeling energetic get-cycling have a rather unique way of powering their Scalextric circuit, thats correct by pedal power!

We will also have a selection of Mazda⇒⇒





MX5s on display from the Mazda MX5 racing series, which is sponsored by Scalextric digital. If all goes to plan they will also be racing 1/32 scale MX5s which are in production now. Diesel rail racing makes its appearance this year on a specially built replica Brooklands circuit. Diesel rail cars were some of the most beautiful model cars ever produced, with wonderful hand beaten aluminium bodies that had fanatic levels of detail, built in with beautiful vents, grills and exhaust systems. Complete miniature cars in every sense of the word, these models possessed engines, clutches, fuel tanks and everything else that you might expect from their full size counterparts. They are, in many cases, more works of art than models and were built with a passion that is hard to express in mere words. Finally, and greatest of all, the noise they make is amazing, a joy to be heard, and showed the tremendous level of skill of the craftsmen that formed these wonderful replicas of 1950s racing cars.

For those who want to buy something for their slot car collection, pick up their Limited Edition models commissioned for the event or find that elusive spare part or track accessory we will have a superb selection of trade stalls with a diverse selection of products. Dealers as far a field as Germany, Holland and France will be attending. There will be specialist dealers and manufacturers such as Penelope Pitlane, George Turner, TMC and Slot Track Scenics. Mainstream retailers will also be there such as R&J supplies, Scale Models and Pendle Slot Racing, plus dealers in vintage and modern Scalextric plus a whole host of other retailers and collectors buying, selling and swapping. D&J Auctions will also be hosting a Scalextric and Slot Car auction, which will take place in the education centre, adjacent to the main museum building.

For those of you that have never visited Brooklands before this is an ideal excuse. Brooklands is unique, it was the world's first purpose built motor racing circuit, constructed in Weybridge, Surrey in 1907 and it played host to many famous races and speed record attempts for over 30 years until the onset of the 2nd

World War in 1939. The circuit was requisitioned by the Government and given over to production of Vickers and Hawker aircraft including the Hurricane fighter and Wellington Bomber.

Today parts of the original circuit including the banking are still visible and many of the original buildings, garages and hangars have been restored to house an amazing collections of Brooklands related motoring and aviation exhibits ranging from giant, pre-war racing cars, motorcycles and bicycles to an unparalleled collection of Hawker and Vickers/ BAC-built aircraft, including the only Concorde with public access in south east England.

Admission on the day will be via the Brooklands Museum entrance, we have negotiated special discounts with Brooklands which enables NSCC members a discount on production of their membership card. For those of you that would like to spend a day wandering around the museum Brooklands have made a fantastic 2 days for the price of 1 offer. Tickets bought on Saturday will also be valid for entry to the Slot Car Festival on the Sunday. For more information regarding the event check out our website at [www.pendleslotracing.co.uk](http://www.pendleslotracing.co.uk) and follow the Brooklands Slot Car Festival link. There promises to be something for all the family to enjoy! Have a wonderful day out and don't forget to bring your slot cars with you! ■



Email: [carreracorner@nscg.co.uk](mailto:carreracorner@nscg.co.uk)



This month we have some pictures of June and July's new releases, some of which are now available with the others to follow in due course.

Already available is the VW Scirocco GT24 24h Nurburgring (CA27316) in a really sharp looking bright red. Based on one of the cars entered by VW into the gruelling 24 hour race at the Nurburgring in May this car was powered by 'Ecogas', a sustainable fuel. Pretty

much the same cars are now run as a 'one make' series, with the bio fuel, to support the DTM Championship.

Next up we have another Audi R8, Audi R8 LMS Team ABT Sportline 2009 (CA27321) these are proving to be a really popular choice for slot car manufacturers. Once again this model depicts an R8 running in the Nurburgring 24 Hour.

Bye the bye I managed to attend this race⇒







a few years back and it is completely loony! At the front the cream of GT cars driven by real professionals, at the back of the 200+ car field are weekend racers in the school run car. If you get the chance GO, it is an unforgettable experience.

One for the Americana fans up next and with limited availability is the high, wide and handsome Pontiac GTO 1966 Custom car (CA27274). Looking spectacular in Silver this '67 custom needs space to race ya' here me?

Not to everybody's taste the Stunning red paint job on the Ford Capri RS Tuner3 (CA27315) is certainly eye catching. I am not certain why a street car needs quick lift jacks on the front, a carry over from the racing version released a few months back?

The Rahal Letterman Racing BMW M3



GT2 (CA27319) gives you a chance to race something different from all those Porsche 997 and Ferrari 430s in GT2, and it looks seriously good.

That's it until next month, the CanAm cars are in, and I can tell you that they are gorgeous, review soon. ■



In last month's Kits 'N' Bobs I brought you news of Slot.It's forthcoming plain body kit releases for all you budding custom car builders or racers who need to replace heavily battle damaged bodies, well they are now available in the UK under the following reference numbers; CS01b Ferrari 312PB, CS03b Porsche 962C, CS05b Sauber, CS07b Jaguar XJR9, CS08b Lancia, and CS11b Alfa 33/3. As reported last month these plain white body kits come complete with full cockpit/interior ready to paint and screw straight on to your chassis.



**Jaguar XJR12 Le Mans 1991**

Forthcoming news from Slot.It is the announcement of the #8 "Marlboro" liveried Porsche 956KH as driven to victory at Mugello in 1983 by Bob Wollek and Stefan Johansson, due around November. I think the actual car ran with the "nanny state" barcode stripes rather than the cigarette company's brand name. I'm not sure if the Slot.It one will have the actual Marlboro logos, the stripes or whether or not the over stickers will be provided to leave the choice up to the customers.

One new release out now with the proper "fag" livery is the new Jaguar XJR12 this being

the #34 Silk Cut sponsored car of Bob Wollek, Teo Fabi, and Kenny Acheson that raced at Le Mans in 1991. Jaguar were trying to repeat the previous year's success at Le Mans by Nielsen, Brundle and Cobb with three revised 7,400cc versions of the V12 powered cars, however they were to finish 2-3-4 behind the remarkable Mazda 787b. The #34 car finished third having completed 358 laps behind the winning Mazda on 362 and sister #35 cars of Davy Jones, Raul Boesel and Michele Ferte on 360 laps, but ahead of the #33 car of Derek Warwick, John Nielsen and Andy Wallace which completed 356 laps. The Sauber Mercedes had seemed the biggest threat to the Jaguars with Jean-Louis Schlesser claiming pole, however their best finisher was the Schumacher / Wendlinger machine that wound up 5<sup>th</sup> behind the Jaguars. There was some consolation for one of the #34 Jaguar crew as Teo Fabi who is depicted in the Slot.It model went on to win the 1991 World Sports Car Drivers Championship for Jaguar.



**New Le Mans version and IMSA version front**





### Close up of the rear cover differences

My thanks to UK Importers A.B. Gee Limited for providing the review car and it really is a very striking in the purple/pink/white Silk Cut livery. As ever the tampon printing is sharp and clear with eight different colours being utilised on top of the base pink colour. Positioning for all the markings appear to be accurate according to my photo references of the real #34 car. Intake grilles, aerials, lights, fuel fillers and front splitter all add to the kind of exacting detail and realism we have come to appreciate from Slot.It. Please do not think however that this is simply a repaint of the SICA13a 1992 "Bud Light" car as there are a number of moulding differences between the

two versions, these include; solid rear spats (no cut out or tabs) the rear body work "hump" is curved rather than flat and angular on the IMSA version, no rear cowl vents, brake light is in rear panel rather than the top of the rear cowl cover and two single fuel fillers each side of the cockpit instead of one twin one on the IMSA car.

Chassis wise the car is identical to the IMSA version with standard inline motor set up, adjustable front axle height and standard magnet setup. The chassis is compatible with side winder, boxer and angle winder layouts, racing magnet, suspension and DSS for the digital racers. Length is 151mm, height 31mm, wheelbase 85mm, track is 65mm and all important for racers weight is 76g. Included in the box are a set of softer rear racing tyres and a plain rear wing for those who don't want to risk damaging the more detailed one on the model while racing. Performance wise at Wolves the XJR12 straight from the box was as you'd expect pretty much identical to the IMSA version both lapping in the 8.5 – 9.0 second bracket on the routed International track with no modifications. All in all another great looking Slotcar that is pretty quick from the box and can be tuned up to be incredibly rapid, I know Slot.It are planning to release the 2<sup>nd</sup> placed #35 car, ➡➡



The standard chassis set out of the box



Side by side at Wolves

personally I hope they also do the fourth placed #33 car to complete the line up of Jaguars Le Mans racers from 1991.

Finally this month an update on the Pendle Slot Racing / Slot.It Challenge UK with round three at Llantrisant, with Slot Maniacs/Wolves driver Lee Andrews untouchable in the seniors for his first S.I.C. win from North Staffs Shaun Mitchell second and Hereford's Phil Field third, This leaves Shaun still top of the table with 146 out of the possible 150 points so far. In the juniors it was a Wolves 1-2-3 with Lewis Gough leading home Sam Cockerton and Lewis Anthony, the Rhonda circuit clearly being a big favourite with the travelling Wolves. Round 4 will be held at the GT Raceway in Benfleet on 17<sup>th</sup> and 18<sup>th</sup> July. Finally congratulations to team GTR who won the Pendle Slot Racing / Slot.It 24 hours of Wolverhampton, completing 5,818 laps with team Truespeed second on 5,745 laps and Slot Maniacs third with 5,741 laps. Till next time keep on Slotting It. ■



# Mussel Bay Slot Car Club

By Brian Rogers

## The Track

Because the room is also used by another hobby club our track is built in several sections so it can be quickly dismantled and stored at the end of the night. It is about 100ft in lane length and constructed from routed mdf with copper tape. We use a plug and socket system of electrical connection and the track has proved virtually 100% reliable since it was constructed - it can be put away in fifteen minutes at the end of the night.



As it has to be stored each week we were unable to incorporate the usual flyover but the lanes are very evenly matched in lap times and races are regularly won on all four of them with no real 'gutter' lane.

It is definitely a high speed track with a very long main straight (approaching 30ft) and sufficient twisty bits to make it interesting. After all, what is the point of a big club track if you can't reach terminal velocity on the straights? The outright GT lap record is fractionally over eight seconds but the average lap time for most classes is somewhere in the mid-nines. ➡



Club slot racing seems to be on the up at the moment and my home county of Norfolk is very well served with no less than five clubs, all with healthy membership levels. We have NSR in Norwich, Presto Park at Aylsham, ASR near Yarmouth, ENSCA (digital) at Lingwood and the subject of this article - Mussel Bay in King's Lynn.

Relationships are generally good between the different clubs and several people attend more than one. There are also a number of interclub challenges held throughout the year. Indeed, if you really want to end up in the divorce courts then it is possible to race on Monday, Wednesday, Friday and Sunday virtually every week!

## History

Mussel Bay Raceway began life in mid 2003 and was initially housed in a small industrial unit in North Lynn. The track could trace its origins back to the mid 60s and was a combination of parts of the original Presto Park circuit from Norwich plus some bits of the old March Mustang track.

After a few months we managed to rent some empty office space nearby. This was an ideal home for the club as it boasted enough room for the main track plus a small rally track, a car preparation area and a kitchen! I wrote some articles in August/September 2003 about my early days at the club and they can be accessed on the Journal section of the NSCC website.

A massive rent increase towards the end of 2004 meant the premises were no longer affordable and the club was obliged to move. Fortunately a room was secured at the London Road Conservative Club, King's Lynn where we continue to play with toy plastic cars to this day. The room was not big enough to house the original wooden track which, sadly, had to be destroyed. Scalextric plexytrack was used for a couple of years but this was not totally satisfactory so, at the end of 2007, we decided to build a new sectional wooden track. Club members contributed to the initial cost and it was completed in April 2008.



## What We Race

We try to cater for various interests and run five championship classes.

Our entry level class is Scalextric impact resistant club cars - Ferrari F430s and Porsche GT3Rs - provided by the club so you can just arrive and drive without even needing to buy a car.



There are two 'box standard' classes - NASCAR and Scalextric Japanese GTs - to cater for members who have neither the time nor inclination to muck about with their cars.



We then have a modified saloon class which allows gearing, wheel and tyre changes for those who like to tinker. Finally there are open GTs, our fastest racing class, which allows virtually unlimited modification to the running gear so it tests both driving and car set-up ability.

The usual race format consists of four 15 lap heats followed by a full set of 20 lap finals. If time permits we run a second set of heats so everybody gets at least five races a week with a possibility of nine.

Our presentation night is held in December when trophies are awarded for the 1st, 2nd and

3rd in each class plus one for 'most improved driver'. The evening also includes an annual 'best pairs' competition, food is provided and the whole event is completely free of charge.

Apart from the championship classes we also run some fun evenings for other types of car such as Classic F1 (70s Scalextric), American muscle (Mustangs, Camaros etc) and H:O cars on a separate track.

Members are welcome to participate in as many classes as they wish according to ability, time available and budget.

## How Much?

We have about 25 members in total from quite a wide area with an average attendance of 10 - 14 each week as not everybody participates in all classes. We do not charge a membership or joining fee so costs are minimal at just £5 per night. In common with most clubs the first visit is always a freebie and we have loan cars and controllers available if you just want to try club racing before committing to any expenditure.

## Where And When?

We race on most Friday nights from 7:30pm to about 10:30pm. The track is housed in an upstairs room at the London Road Conservative Club in King's Lynn with ample free parking available at the rear of the premises. A good selection of food and drink is available at subsidised prices.

## Give It A Try?

There is a common misconception that slot car clubs are entirely populated by 'serious' racers who are ultra competitive and that novices aren't welcome. Nothing could be further from the truth at most clubs - they usually cater for a very wide range of abilities and ours is no exception. You will find that the other club members are only too willing to help a newcomer with car set-up and racing technique.

If you live within travelling distance of King's Lynn or are on holiday in the area why not pay us a visit? You will be made very welcome.

For further information and contact details our website is: [www.musselbay.co.uk](http://www.musselbay.co.uk) ■





## Ford GT MK 11-124 Digital

By Colin Spark

**Y**ou may remember, some years ago now, that I used to write Carrera Corner for the Journal. In those days Carrera cars were often a rare sight and I can remember reviewing cars that had been sent to me but never actually seeing them for sale. I know there were a lot of issues with the importer at the time, which is why I gave up, as product supply and information were at best, awful.

Since the UK distribution of Carrera has been taken over by The Hobby Co. there seems to be a huge improvement. On top of that, Carrera themselves have developed some stunning models lately and having always been a fan of the product, I was highly delighted to be offered this review.

### Not all good news

It was at the Orpington swapmeet in April that my good friend Peter Solari introduced me to Jeremy "The Ed" Naylor. The reason being that Jeremy needed someone with a Carrera Digital track to review a couple of new releases. It seems

that no one actually owns this digital track and I wondered why.

I thought I would check two of our top slot dealers here in good ol' blighty, MRE and Pendle, both known for their excellent ranges of product (and service of course). Pendle has one Carrera Digital set listed (literally one in stock), Pro-X Formula 1, the same set that I have. MRE, none.

So, clearly, not all issues regarding availability have been resolved. Not to worry, I have my trusty Pro-X set from a few years back when Carrera managed to be the second manufacturer to release digital slot racing, after Scalextric. Yes, they pipped Ninco to the post on that one.

With the new cars now in my possession and ready for testing who should I call, Ghostbus...no sorry wrong magazine. Peter Solari of course! My long time friend and slot racing buddy. "Pizza, beer and slot racing Peter?" Of course he said "No thanks".



### Even worse news

After looking at Peter's pictures from the Monaco Classic Grand Prix we were in the mood for a bit of slot car thrashing and the Pro-X set was rapidly ejected from its original packaging. Having already got a decent length Carrera loop set up in my slot car room, all we needed to do was add in the digital bits. Before you could say "extra pepperoni" Pete had it all in place and I plugged it in. We were ready to go, but then I remembered something about logging the cars to the track, or something techy like that. Instructions from the Pro-X didn't seem to tally with the cars we had in our hands. Where were the little switches you had to flick into a set pattern? Yes there's a single switch, what does it do? Oh, it turns on the lights!

After unravelling the instruction booklet that came with the Digital 124 cars, we found in the multilingual bible how to set up the cars. Now I'd have thought this was pretty important, but no, you have to work your way through to section 9 of 17 before you find out how to get the car to work.

Apparently, replacement of brushes is the most important thing. Then tuning the handling characteristics, then height adjustment rocker bar/chassis, maintenance and care (ah bless), height adjustment car chassis (2 sections on this – very important!!), changing the light board and finally we reach "Coding/decoding of the cars to the according speed controller".

So, "Place car on the track, push lane-change-button twice, lift car at the front, put car back again, while cars lights are flashing push

lane-change-button twice. Programming is confirmed by a tone. All settings are saved until new programming is carried out" Simples. Yes?

Well, after much button pushing, lifting, button pushing, replacing, lifting, flashing, laughing, what did we have?..... Bugger all!

Carrera, you disappoint me. Here I am with a so called Carrera Digital circuit and your latest creations don't work on it. It seems, after much searching on t'internet, that it's all been changed! How ridiculous is that? Bring out the second digital slot car product in the world and then five minutes later dump it. No wonder no one owns Carrera digital.

### Static Review

You read it here first. A static review of a slot racing car. If there's any saving grace for Carrera, as I'm not a happy bunny, then it is the sheer stunningness (great word) of this model.

The Ford GT40 curves, the big beefy tyres fitted to oh so gorgeous wheels, fantastic paint finish and tampo printing. All these things catch your eye before you've even opened the crystal case. Is it me or are these cases getting even bigger? Who cares, with the mirror effect background it is doubly pleasing to the eye. As we go around the back the two photo etched grilles are just perfect and the twin swallow a small boy exhausts are almost deafening. I say almost because you can see that they are blanked off. Shame on you Carrera, pass me that Dremel.

Now around to the driver's side, past the huge chromed three eared spinner on the rear→→







wheel and up to the driver's window. Oh dear, they've only gone and put a crash hat on Noddy! When are you going to learn that human's eyes are **not** two huge black blobs either side of our nose? Past the window and around the front to some more photo etched grille work and oh dear again.

The two lower front covers for fog lights have been painted with silver paint to make it look as if they've been tapped up with gaffer tape. Nice idea, but because you can still see the edge of the panels it just looks a mess. Am I being picky? Apparently not, as Peter agrees with me.

Overall though, a very pleasing model. The nearside wing mirror fell off as soon as I turned the car over to code it (or not as the case is) and it looks a bit odd that both doors have holes for door handles but no handles are present. I've tried to search for pictures of the real car to check this out but so far no success. Maybe it's correct. Maybe you know, probably you've lost the will to live by now.



I was pleased to find a spare set of mirrors and braids in the case along with a shallow guide for non Carrera track use and a couple of shims for height adjustments.

### A Revelation

Whilst sitting here writing this review I went back through the instruction manual and discovered a small section that mentions using the car on Exclusiv track. Now, I have to say that we both missed this, despite having been through the booklet several times. My intention was to remove the digitalness from within the car, perform the same operation on the second car and give you an actual performance related review next month.

So, as it's too close to deadline to mess about anymore on track, I will have another attempt at getting these to run as per the instructions. This means of course that you will have the pleasure of my company next month along with a review of the other car as well. No I'm not telling you what it is.

Pete, fancy Pizza, beer and slot car racing? Again!

Here's a thought to keep you going. If no one sells Carrera Digital track then why are the dealers being forced to sell Carrera Digital 124 cars? ■



## Ferrari 250 GTO (C2970) By David Yerbury

The car was announced in February 1962 and it rewarded Ferrari the GT Championship for 1962 and 1963 in its initial guise. The GTO had been accepted as a restyled 250 GT and less than 40 would be built over two years. The O stands for Omologato in Italian or just plain Homologated in the English. Designed to compete in GT racing it was based on the 250 GT SWB and used its chassis with the engine from the 250 Testa Rossa.

It was typical 1960s design technology of a hand welded tube frame. It used A arm front suspension, a live rear axle and disc brakes, all sat on a timeless set of Borrani wheels. The engine used a new 5 speed gear box using a defined shift pattern which is still used today. Money saving is not new and even Ferrari saved some by using instrument switches from the Fiat 500 and some of the early cloth seats were made from workers overalls [presumably washed first].

FIA rules demanded 100 examples be made to meet homologation, Ferrari managed some gamesmanship with only building 39 examples and used an elaborate numbering system with jumps in between numbers to confuse everybody. Documentation was produced for all cars even those that did not exist, which kept down production costs and made the cars more exclusive.

This was Ferrari's first go at aerodynamics

when they realised that speed could not be achieved by horsepower alone. The GTOs shape was achieved by dry sumping the engine which allowed it to be lowered along with the front end to create a more slippery shape. Enclosing the head and fog lights behind Perspex inside the body work as well. At the rear end the sloping tale made it more stable and with less drag, this was eventually turned into a ducktail spoiler to stop rear end lift and petrol overrun from getting into the cockpit under braking.

The power output was around 300bhp at 7,500 revs which could be pushed to 8,500rpm. Coupled with reasonable brakes and good handling this would bring Ferrari the GT Championship in 1962 and 1963 for the 250 GTO. For those two years its competitors would be well used to the wonderful view of the best looking GT car of all time. I still think it is best viewed is from the rear quarter with those twin exhausts on both sides.

Its list of achievements are too long to list but I have included a few early successes.

### 1962

Sebring 12 hours 2<sup>nd</sup> overall first in GT class.

Targa Floria 4<sup>th</sup> overall first in GT class.

Le Mans 2<sup>nd</sup> overall and first in GT class.

Tourist Trophy (Goodwood) 1<sup>st</sup> overall Innes Ireland.

⇒



## **1963**

Le mans 2<sup>nd</sup> overall first in GT class.

Tourist Trophy (Goodwood) Graham Hill.

Hind sight is a wonderful thing and if you were around in 1962 and working you could have picked one up for \$18,000 what an investment that would have been. Better than any pension I can think of.

My example C2970 #42 Monza 1963 is just about on the money size wise and for looks. On par with the Ninco examples I have viewed. It always amazes me with all this technology today some manufactures still seem to come up short when producing models. I do not think this is the case with this beauty, but I am a bit biased. The only faults I can see are that the colour could be a shade darker as in the light it seems a bit see through red to me. I personally feel the rear tyres could do with a bit more width and the fronts are definitely too small which is a shame. I am still looking for a set to make it look just right.

Overall a round of applause for the men from Margate on an excellent job on an iconic car. And they don't all have to be red as the new



UDT-Laystall light green version looks very nice. Would I use it on the track, yes when I get around to buying a spare. I imagine it goes pretty well looking at the set up. It always seem a shame for someone of my driving ability to be let loose with such a nice car. I am not a big collector as such but if I see something I like then I buy it and this car more than fits the bill for me. ■



In spite of other distractions (Although given England's performances in the group games so far I'm still not sure why I gave up valuable slotcar building time to watch the World Cup) I have managed to get some cars built this month. Firstly I have completed the Reinecke Motor Sports McLaren Chevrolet M1B and the McKee Chevrolet MK VI, both are built onto MRRC Sebring chassis, both are fitted out with Maxi-Models wheels and inserts and both have decals from the new Can-Am series from Slot Cars 4 U. Both these early (1966) Can-Am cars have turned out well the body shells being very light and well finished casting, I have chosen to do the Chris Amon #4 McLaren and the #25 McKee of Ralph Salyer.



**RMS McLaren M1b & McKee MK VI with Slot Cars 4 U Decals**

I have managed to get three new cars from Proto Slot Kit completed; having opted for Chris's excellent pre-painted body shells. From the Monoplace range Brabham BT34 "Lobster Claw" is depicted as Graham Hill's 1971 French GP mount, in which he qualified an excellent fourth quickest but sadly retired with a broken oil pipe on lap 35. From the Ghost range the Alpine Renault M64 driven by Delageneste and



**PSK Monoplace Brabham BT34 "Lobster Claw"**

Vinatier, which ran well at Le Mans in 1965 until it retired with ignition failure after 16 hours and the Mecom Lola Chevrolet MKVI GT, which I have chosen to depict as Augie Pabst's winning 00 machine from the 1963 Nassau Tourist Trophy.



**PSK Ghost Models Alpine Renault M64 and Lola Chevrolet Mk VI GT**

We have lots of new items from the UK with GP Miniatures releasing the Aston Martin Zagato, having listened to constructive⇒



**G P Miniatures Aston Martin Zagato. (Picture courtesy of G P Miniatures)**

criticism last time, the Zagato will have the windscreen openings pre-done as per the initial production shot shown here, Graham will also be offering some RTRs at a later stage. In addition the earlier P214 offering is being re-worked with pre-cut window openings and the new DB4GT is also very close to production.



**G P Miniatures Aston Martin DB4GT. (Picture courtesy of G P Miniatures)**

Penelope Pitlane have released the Lotus 16 and Standard 8/10, the two pictured here have been built to excellent standards by officially approved builder Mark Cockerton, if you want Mark to build you one contact him on his e-mail on [macbikes40@hotmail.co.uk](mailto:macbikes40@hotmail.co.uk) and I'm sure he'll build you a car to be proud of. The Standard 10 is depicted as the car driven by Stirling Moss at the 1955 Oulton Park Daily Herald meeting, although Sir Stirling also owned an Alf Francis specially tuned road going version in cream and green two tone with Borani wire wheels registered SFM777. The Lotus 16 is depicted as the #12 as driven by Cliff Allison during the 1958 season and also as on display now at the Donington GP collection. I have also been informed that Penelope Pitlane are developing an open top version of the

Mazda MX5, I believe this is the original one and has been a much requested model in slot car circles. I had a real one myself and loved it as one of the most fun to drive cars I've ever owned and I'm really looking forward to a slot version. In other kit news BSR have a new Mercedes 300SL Le Mans 1956 out now, Cursa Models are offering a 1/24<sup>th</sup> scale Simca 1000 Rallye, and biggest surprise is the upcoming release of three new liveries of the Ostorero Watson-Offy Indianapolis Roadsters. The three new versions will be Roger McCluskey's #22 Racing Associates Special (1961), Al Keller's 5<sup>th</sup> placed (1961) #19 Konstant Hot Special and Roger Ward's 1962 winning #3 Leader Card Special.

On to RTR and Team Slot have released a Limited Edition Lancia Stratos, this depicting the 1975 San Remo winning car of Waldegard and Thorszelius. Cartrix have another version of the Lancia Ferrari D50 this time the yellow "Equipe Belgium" #20 car of Andre Pilette. NSR have the Limited Edition #33 gold and



**Penelope Pitlane Lotus 16 (Picture and car courtesy of Mark Cockerton)**





**Penelope Pitlane Standard 8/10 (Picture and car courtesy of Mark Cockerton)**



**NSR Ford P68 Limited Edition green and gold**

green Ford P68 along with the #3 Holman Moody entered Ford GT Mk IV of Andretti and Bianchi from Le Mans 1967. Spirit have now released the #24 Jagermeister VW Golf as driven by Joachim in the 1975 ADAC Rally Hessen along with the two new liveries of the BMW 635 both from the Spa 24 hours of 1983, with the winning #21 Bastos car of Tassin, Hahne and Heyer and the #25 Gitanes car of Peltier, Cudini and Snobeck.

Scale Auto has two new 1/24<sup>th</sup> scale Porsche 911 GT3 Rally cars with MSC competition sidewinder chassis, these being #4 Team Vallejo and #1 Nupel Team Pons cars. MSC themselves have a new 1/32<sup>nd</sup> Monte Carlo Universal adjustable angle winder competition chassis available in the UK via Pendle Slot Racing. Auto Art have a silver version of the Koenigsegg

CCX, while Sloting Plus have their new #29 Reynard 2KQ Le Mans 2003 test version complete with 21k angle winder motor. PSR have the two latest releases in the Limited Edition Top Slot RTR range of Pegaso cars with the unusually styled Z-102 Rosa De The Cupula and the beautiful 1954 Cabriolet Serra, both being limited to just 300 worldwide. MTR32 have three new cars available to order the #21 Team Modena Lamborghini Gallardo GT3, March Chevrolet 707 Can-Am and the #12 Cougar Porsche C245 operated by Courage during the 1990 WSC season.

Finally PSR have introduced a range of trackside “Michelin Man” advertising figures, while Slot Track Scenic’s have just released their camera tower and crew set. ■



**Spirit BMW 635 Gitanes**



# Francois Cevert - Tyrell Ford 002

**By Dave Wisdom**

**F**rancois Cevert was arguably one of the most charismatic Grand Prix drivers of the 1970s. A trained concert pianist with classic film star looks, he was at the height of a motor racing career that would have likely crowned him the first Formula One World Champion from France.

Nurtured and primed to take the helm from Jackie Stewart following his retirement from motor racing, Francois was due to step into the number one seat at Tyrrell, when his life was tragically cut short during the practice session for the 1973 United States Grand Prix. I was fortunate enough to witness Francois in action at a couple of British Grand Prix during the 1970s. However, my fondest memory is of the half dozen demonstration laps he completed at Leicestershire's Mallory Park during the August 'Ford Sport Day' meeting in 1973. His Tyrrell Ford 006 was still using the same gear ratio set up from the previous weekends Austrian Grand Prix at the Osterreichring; a somewhat different prospect to the 1.35 miles of Mallory. However, Francois did not disappoint and provided the packed crowd with a wonderful display of his skill. Hearing the Tyrrell Cosworth V8 popping and banging up towards

Shaws Hairpin, then witnessing him 'flooring' it through Devils Elbow down towards Mallory's pit straight is perhaps my greatest race meeting memory. Pure magic...he was my hero. My build is intended to represent Francois one and only Grand Prix victory at the United States Grand Prix at Watkins Glen in 1971.

The project began with a Charlie Fitzpatrick Betta and Classic fibreglass shell. I wanted to install a full length driver figure, so removed the original along with the airbox section, which I also wanted to replace with my own version. Preparation of the shell took a fair bit of time and patience, as it's easy to chip or crack fibreglass shells if you try to rush them. A word of warning though; fibreglass creates a huge amount of very dangerous dust when cutting or sanding, so working in an area with plenty of ventilation along with good quality protective masks and eye wear is essential when working with this particular material.

Once the shell was sanded and finished, I gave it a thorough wash with soap and warm water. After fully dry, it was sprayed with several coats of Halfords 'Grey Plastic Primer', followed by several coats of Halfords 'Vauxhall Regatta Blue'.

As for the detailing parts; wiring and suspension struts and arms are made using





5amp and 15amp fuse wire; side piping (along the lower side fuel tanks) is cut to length and shaped from a roll of solder. The airbox and wing mirrors are carved from wood. The driver is made from a 'cocktail' of body parts found in my spares box.

The front wheels and tyres are those as used on the latest C2927 Scalextric McLaren M23, whilst the rear wheels are Betta and Classic alloys shod with Ortmann replacement 1970s Scalextric tyres.

The bodywork sits on a brass 'torsion bar' chassis construction I built following advice and guidance from brass chassis 'Guru' Graham Windle.

I trust the reader finds my example of interest and that my efforts reflect this particular car accurately, I certainly have enjoyed my time constructing this car and I'm I will continue to enjoy the challenge of scratch building other examples in the future. ■





# “Little and Large” - Building Land Rovers for Slot Tracks

By Andrew Wilson

I believe that the word ‘Land Rover-phile’ actually exists (well, at least in the mind and vocabulary of some of the Land Rover magazines) and whilst many Land Rover owners (myself included) add to their real-life vehicle with collections of models or other ephemera, I decided that it would be good if the models did more than sit on a shelf.

I might lack the mechanical ability to work on a full-size Land Rover, but it was logical really to try to combine an interest in all things Land Rover (the wife would call it an obsession) with my other hobby (also regarded as obsessive) of Scalextric (or more accurately, slot-car building and racing), but there the problem started. As far as I am aware, nobody has ever made 1/32<sup>nd</sup> scale slot-car Land Rovers, except of course for the current crop of Range Rover derivatives produced by Scalextric, and whilst they are lovely models, I decided to try and go a little further.

The first step was to decide which one(s) to build to run on the track. “Easy”, I thought, “I’ll start with a replica of my own Defender 90.” Actually, not so easy, because nowhere could I

find a suitable plastic or resin donor body (plenty of die-cast available, but it would be too heavy and too hard to work with). Eventually I found a plastic bodied Defender hard-top (complete with horse-box) in a newsagent, for the princely sum of £4.99. So it was out with the Dremmel to cut the rear windows, and to get rid of the interior so that the chassis (a PCS32 sourced from Pendle Slot, complete with Ninco truck wheels and ‘Raid’ tyres) could be fitted. My own Defender is the new Puma-engined version, so I also needed to model the characteristic ‘hump’ on the bonnet. After that it was ‘just’ a matter of making windows, painting and detailing (even down to the number plates and the Westover LR spare wheel cover). Project One completed!

The next one was always going to be a Series One or Two (or even Three) pick-up... but again the problem of the donor-body reared its ugly head. A resin-casting of a Series 1 used to be available, but I couldn’t get one in spite of hours on the internet. Again, and quite by chance, I happened upon a plastic bodied, friction driven version – in rather a sorry state – at an auto-jumble, so Project Two was underway. Removing the friction drive chassis – no problem; getting the chassis and motor to fit – major problem. So it was out with the Dremmel again, and after a bit of judicious cutting, it fitted in (although I also had to get some Britains’ scale straw bales and sacks to cover up the hole in the load-space). The hubs were the nearest I could find to the old-style steel wheels, whilst the tyres were originally intended to fit a 1950s vintage Vanwall racing car (nobody makes the realistically profiled thin knobbly tyres!), although one slightly more realistically modelled wheel sits on the bonnet, salvaged from the original chassis. To finish it off



Defender 90, built as a replica of my own vehicle





### **Series 2 pick-up, complete with mud and straw**

and to disguise some of the blemishes in the body, a bit of sponge and some matt brown paint gave it a bit of well used and muddy appearance. Project 2 completed!

Although (as mentioned earlier) you can get

‘off-the-shelf’ Range Rovers from Scalextric, I wanted something a bit different, and decided to build a G4 Challenge vehicle. Pendle Slot do quite a good resin casting of the body, and after a bit of fiddling around, and some made to measure extensions, the ubiquitous PCS32 chassis was persuaded to fit. As with the Defender 90, Ninco truck wheels and ‘Raid’ tyres were used, and the Range Rover was painted orange (using the usual Halfords range of rattle-cans). The fun started with the decals. I located various versions of the flat logo on Google Images, but finding the side decoration proved more difficult. Eventually I found an image which had been taken from an angle, but thanks to the marvels of Photoshop, it was possible to distort and skew it back into the right shape. Using Photoshop, all the logos were⇒



**G4 Challenge Range Rover**

suitably sized, and printed on to decal inkjet media. The roof rack was made from bits of a wire coat hanger, and the G4 Challenge Range Rover was also suitably ‘muddied’.

All of them trundle round quite happily on standard Scalextric track (and also on the rally track on which they were photographed). And before you start to wonder, they are all two wheel drive – not strictly speaking accurate of course – but mildly prophetic in the light of recent announcements from Land Rover. ■



**Little and Large!**

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

As we creep towards summer with the fine weather finally making an appearance here in the UK, the slot car world on eBay has seen the clouds roll in it seems to me, as prices have weakened perhaps more so than we traditionally see at this time of year on a lot of items. Maybe it has been down to buyer attention being focussed elsewhere on the World Cup football? Indeed one business seller was actually saying in their listings this month that they were finding it very hard to make any money on eBay and were going to be giving up selling. However it is not all doom and gloom, so hopefully I can put together an interesting read again this month!

### Bargains.

Looking at completed "slot" items on UK eBay in the middle of the month there were just over 13,000 completed listings of which 1,600 were at less than £1. In fact nigh on half of all completed listings ended at £10 or below. (There were only 11,000 completed listings at month end showing the reduced listing activity through the month.) Before you get too disappointed though about missing loads of bargains, many of the listings finishing below £1 were listings at 99p that simply were not worth 99p plus the p&p, or they went unsold as the listing was cancelled and then perhaps relisted by the seller. However, this got me on the trail of what bargains some lucky buyers had picked up but don't forget that p&p would have made these look less attractive. Whilst most listings start at 99p, a few start lower and 1p would have got you 8 standard Scalextric sport curves (£3 p&p) one time and 6p was the amount on the next lot from the same seller. Showing that it is a "superior track system" according to one seller, several pairs of Ninco standard curves went for a superior 89p. Moving up price wise a whole 7p

got you Rod Green's Scalextric book on Thursday afternoon 120575436027 (£4 p&p). A few cars could be picked up at 99p but with £3 or £4 postage these were probably no real bargain for a 80s Scalextric car especially if they turned out to be a non runner or needed new tyres. One clever seller described his Skytravel XR3i rolling shell as a scenic "crashed car" and photographed it as such. To be fair it looked fairly convincing in the photo for 99p. The driver was not there however "as he had survived and left the crash scene" which is one way of describing a missing driver platform if you need an idea how to sell your driverless car! An old Metro got the same seller treatment and 99p sale price. 99p also could have got you a modern BMW Mini all be it in well used condition. Probably the best of the new items was a Sport power and control set including transformer with free p&p for £1.47 one day or £1.48 on another day! Spending up to "fiver" including p&p could have bagged a red running C67 Lotus or a 1957 bottle of Scalextric skid fluid with contents still from the very earliest sets. (160445400533). Closer to expected price levels a brand new Slot.It Audi R8C was snapped up for a bargain £25.99 BIN on Sunday evening and there were others on auction went through below £30 as well. Incidentally on the Slot.It trail a Porsche 956C in Jagermeister livery made £54.90 on a Friday night. A couple of sellers hoping to make a "quick buck" must have been disappointed though that their Ninco Donnington LE Porsches made only £92 but a pair of the first Ninco Karts in boxes sold for a whopping £49 each.

### Spares?

One seller had RX motors and these were hitting around the £9 mark with race tuned versions between £10 and £15. This same



enterprising seller had parts for a C68 Aston which made a good way of selling the car if you add these up. Rear lens £14.03, front light lens £3.64, rear number plate surround 99p, grill £6.03, front bumper £16.50, green sunroof version bodyshell £38, window glass £18, drivers platform £2.75, Axles £8.59 though they were listed as BRM axles. With a motor that was around £120 for the Aston so I guess the seller was happy with that?

Continuing the Auto Union theme from previous months I was a little surprised to see a yellow Auto Union make only 260€ on Sunday night on Spanish eBay, though the nose did look a slightly different colour. (110546276477) A couple of months ago a silver Bullitt Mustang made £289 but it appears there is an even rarer version in black. Reportedly 1 of 15 pre production models made with reference J190909 it made £282 on Sunday night (250653117404). £360 would have secured a Scalextric Bond Mercedes or Aston one Sunday evening, but the Aston had a missing sunroof and the ejector seat was not working with a baddie on grass bank made £131 from the same seller. However only £36.55 was needed to secure the “Bond Mercedes copy” on Wednesday night from a Swedish seller on UK eBay (190405733269). Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day. Scalextric lapel badge £2.11 plus £1.50 p&p on Saturday afternoon 160439747448. 7 plug in transformers for 99p but £7 p&p. 2 Ford Capri's £21.20 (Orange confederate flag and red flame versions missing bumpers and in need of a clean. 160442418789) Rarity prototype SCALEXTRIC C119 FACTORY TEST MOULD ONLY ONE ULTRA RARE £205.99 on Monday afternoon 330435862166 (Porsche for those who are not up on their C numbers.) There was also a MG Metro test model £104.99 (In white with only 2 bidders on Wednesday evening 330436449341) Whilst on prototype cars a plain yellow Subaru with red spoiler (230484343661) made £98.50 on Sunday lunchtime and a pre production C2161 Williams in white and red from the same seller made £103.51

Tri-ang Scalextric Car Aston Martin DB4 GT £33.88 (Green used missing front bumper on Saturday night 290440106521 much cheaper than buying individual parts!)

BOXED SCALEXTRIC ASTON MARTIN (GT) C68 MARSHAL CAR £118.29 (Lovely condition on Saturday morning 180512613441)

TWO SCALEXTRIC FERRARI GT330 CARS £82 (Both blue C41 in light blue box on Friday night 250643302501)

Vintage 1967 Champion Slot Car Catalog – 40 pages \$102.50 (Excellent example in original Champion envelope on US eBay and UK from US seller Friday morning 250640796737)

Wrenn Formula 152 Model Motor Racing Catalog £1 (Excellent 8 page example on UK eBay from Dutch seller on Friday night plus £3.50 p&p 310222604452)

60's vintage Japan Tokyo Plamo 1/24 F-1 Ferrari-158 \$200 (Unmade kit on Tuesday afternoon from Hong Kong seller on US eBay showing also on UK site 280512012601)

SCALEXTRIC FORD MUSTANG BOSS 302 PETER REVSON '69 C2576 £102.99 (MB example on Tuesday night 250637664052 another went for £99.99 BIN so perhaps not so surprising, but 4 days later another was only £41)

Scalextric, YELLOW E/4 FERRARI BERLINETTA, BOXED!! £870 (Excellent boxed example with replacement front bumper and slight mark on roof from Dutch seller on U.K. eBay Sunday night 280517169965)

K&B 1/32 GT 350 MUSTANG KIT MIB AURORA COX BOX NEW \$626 (German seller on US eBay showing on UK site Sunday night 310223264214)

Original White Scalextric 6 Litre Auto Union Type C £272.99 (replacement drivers head on Wednesday night)

Team Slot Toyota Celica GT4-185 NSCC/ Toyota Slot Rally £134.18 (one of fifty on Saturday lunchtime)

Bugatti type 59 - de Havilland - C70 / C95 v/ rare £522 (Green version on Sunday night 150458232192) ■