



**No. 342 SEPTEMBER 2010**

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

## **A Grand Day Out**

So the Brooklands Slot Festival has been and gone as it would appear so has Summer, if the recent weather is anything to go by, but still in the world of slot cars and especially the NSCC 30th Anniversary a number of exciting things are still to come.

First up is this year's Club car, which by the time you read this some of you may well have your hands on, as it appears to be on schedule for the first batch to be distributed at the Milton Keynes swapmeet (who at the back said Hornby can't hit a release date?).

Plus there is still the Ramsgate weekend event in November to enjoy, if of course you applied to attend. Those that did so will be hearing soon from the Committee to let them know if they have been successful and when you will need to part with some of your hard earned cash to ensure your place and of course receive one of 48 very Limited Edition Scalextric cars.

This weekend promises to be a great event with plans well under way now to improve on the previous years events and to take on board some of the comments made by previous attendees with more to do and see, which is probably a good thing given that Ramsgate in November is likely to be bracing to say the least.

Moving further on, into next year I know some people have asked again about the planned "Northern" swapmeet and whether it is still going to occur? I know that Andy Smith has posted on a certain forum the latest news, but for those that don't know can I tell you it is still scheduled to occur and in fact we as a Club have secured a number of Scalextric Ferrari 308 GTBs (C3062) which will be tampo printed to celebrate this event and will only be available to attendees on the day of the event, so watch this space for more information at a later date.

Finally, for those that entered the competition last month, hidden in the report on the Haynes Model Show, the answer for total laps completed was 28,937 and Peter "the Stig" Solari completed 38 laps on the NSCC track at Brooklands, so congratulations to Anthony Squires for winning, I will sort out your prize in the next couple of weeks.

So until next month

Jeremy



# MESSAGES FROM MARGATE



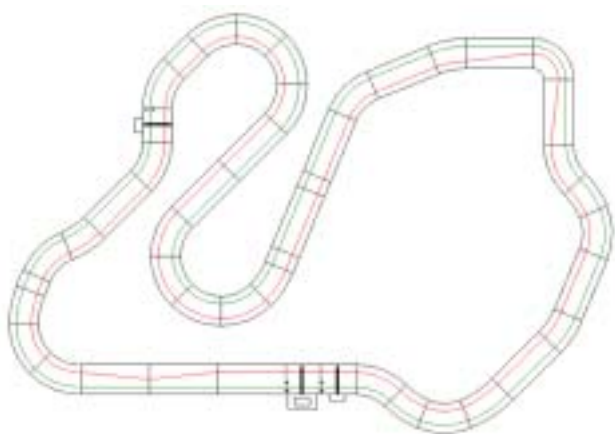
email: [factory@nsc.co.uk](mailto:factory@nsc.co.uk)

By Pete Simpson

August is known throughout Europe as the holiday month so, despite the resistance to become part of the community, it looks as though the mid-summer malaise has struck our hobby. Therefore, in the face of very little forthcoming activity from Margate, I thought it a suitable time to take a deeper look at some of this year's offerings to date.

This involved setting up our Scalextric Sport track in the conservatory. Although I have a short test track in the loft, this wouldn't be suitable for realistic comparative testing; it's really only used for running newly built kits or restored oldies. Anyway after an hour's setting up, attempting to get the maximum number of straights, all was ready to go. The track length is about 11.8m for the outer lane with a fair mix of R2s and R3s and some R4s thrown in to ease a few of the corners: there was a need for a 90 degree single R1 in order that the door could be opened. Timing was by the basic C8215 lap timer, a simple bit of kit that has always proved reliable with excellent battery life. A couple of

points to note when returning the track to storage: firstly don't muddle up the barriers as those used on angled straight borders are slightly longer than those used on standard outer borders: not by much, just enough to cause consternation when setting up. Secondly, remember that it's much more fun crawling around trying to fit in as much track as possible, and then struggling to make the ends meet, than using a PC to meticulously plan the circuit! Track designers are fine for permanent layouts, but for a Sunday afternoon's family enjoyment stick with the tried and tested method. Obviously, the track plan shown here was produced AFTER it was set up.



First off was a run round with a couple of old favourites to set something of a target time. Both GT40 and GT MkII regularly achieved times of 7.1 to 7.3 seconds without flying off across the laminate floor. Then the FE Offy (C79) came out: hot Race Tuned Raymond, glued and trued after-market tyres at the rear and hard originals at the front. Lots of power⇒⇒

sliding and a stunning best time of 8.8 seconds! How did we ever run these without borders all around the track?



### **Dodge Charger R/T C3064 USA release**

Eager to try some of the new cars, first to run was the USA release Dodge. Now, whilst this is a limited release, I know that more are still available from a UK online trader so if it all ended in tears, a replacement could be obtained. One might believe that knowing this is important if the timing is to be taken seriously, although after a few competitive laps the car value tends to be forgotten. For all of the cars, out of the box running was conducted first in order to understand how most buyers will experience these models. I would guess that on the whole, purchasers of this model will have the bright orange Dukes' version but there's no reason to expect that this dark green variant would be any



slower: just less easy to see when it flies off the track. The magnetic attraction is so extreme that the hand throttle was beginning to overheat after as little as thirty laps (about four minutes). It really is a monster of a car: with power prudently applied it is respectably fast but with a shade more, the magnet becomes disconnected with the track and it goes into orbit! Scalextric have certainly got the paint technology sorted as no matter how many times it somersaulted across the room the bodywork remained unscathed: most impressive. The best time I achieved was 6.8 seconds and this could be matched within 0.1 second lap after lap but not improved upon. For comparison I tried the Starsky and Hutch Ford Torino (C2553) and the baddies Chevy L88 (C2602) from the same set both very similar at 7.1 and 7.0 respectively although more forgiving if over pushed. Clearly these three could be raced competitively, the







loser probably just being the first to lose concentration.

Taking the car apart for a gaze at the internals was straightforward with four screws at the extremities and a further two, with small countersunk heads, amidships. The body lifted off cleanly, but more by luck: when I reassembled I realised that the rear end of the chassis needs to be fed in first if damage to the rear bumper is to be avoided. The PCB for the front lights has only a single pair of LEDs: a shame as all four headlamps could easily be accommodated. Two magnet positions are provided, so the obvious test followed.

Relocating the magnet to the forward position gave the car a whole new personality: it could now be cornered with the tail just stepping out of line giving a better sense of control. However, despite the improved feel, I

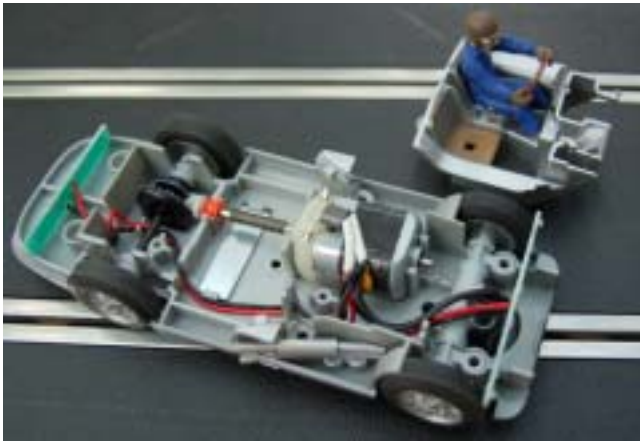


failed to better 7.4 seconds although, despite an extended run of over 40 laps, the handset remained comfortable.

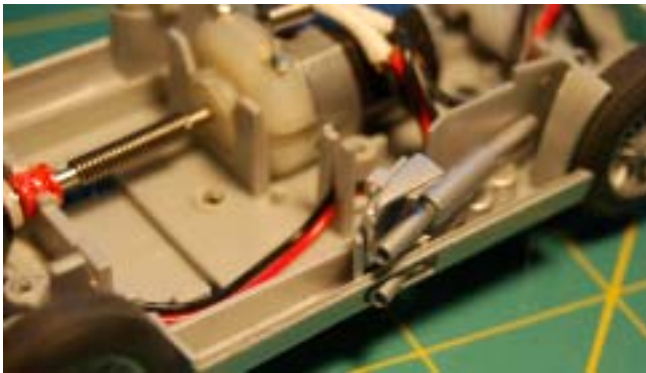
### **Le Mans Pairing: Mercedes 300 SLR and Jaguar D-Type**

Initially the Mercedes was run for 10 laps then checked to ensure that all was ok: all indications were that the gears were lubricated, that the mesh was precise and the axles were running true in the bushes. No great surprises, just a nicely sweet car which got slightly faster over the laps, as much due to feel as through running in. First runs with the Jag showed it to be slower than the Merc by about half a second a lap but continued running caused concern as the drive train was starting to squeal as it was pushed harder. Once the feel of each car had been acquired, and the lap times thereby stabilised, the Merc was repeatedly faster by about 0.2 second per lap so in a 10 lap race the Jag would lose by 1/3 lap. After this running the Jaguar





was sounding a bit painful and much less enjoyable to drive: despite the Merc's massive retardation provided by the magnets, it was by far the nicer car to drive. In fact, it is at an advantage with regard to down force as the



magnet is positioned over a millimetre closer to the track: it probably emulates the retardation of the prototypes' air brakes as it stops dead if the controller is released. Best times for each were 6.4 and 6.9 in favour of the Merc. Visually, both cars look superb when in motion: the only criticism being that there is bleed through from the Merc's headlights, doubtless



due to the lighter paint scheme.

All this with the magnets in place, so now came the opportunity to see what was under the skin and then try again with the artificial down force removed. So, out with the screwdriver!

There are fundamental differences in the construction of the two cars: dismantling the Jag involves removing four screws whereas the Merc has six: the sills of both cars are part of the floorpan.

Whilst the Jag comes apart with no problems, care needs to be taken when dismantling the Merc as the exhausts, which are attached to the lower assembly, snag the outlets where they pass through the top body element and need to be teased clear. The Jag driver and cockpit assembly remains part of the upper body whereas that of the Mercedes remains in



the floorpan with a further two screws securing the cockpit over the motor. Note that these screws are smaller than the original six. Overall the Merc looks to be a better design, or at least more complicated. Both cars have front mounted motors.

Now that the Jag was dismantled, the excessive running noise could be investigated. Immediately a problem was manifest: the lead wires to the rear lights are not anchored so are able to rub on the contrate gear. In the Merc this had been addressed by providing moulded







location points. Immediate rectification was required if the rear lights were to remain functioning: a simple expedient of cleaning off the grease and applying a drop of Bostik All Purpose Clear Adhesive to secure the wires clear of all rotating parts.

The cause of the transmission noise is probably due to over generous clearance between the axle and the bushes. This could almost certainly be improved by replacing the bushes but, as this would necessitate removing the wheels, I didn't pursue it; the axle ends are diamond knurled so removal and refitting may well result in loose wheels. My example will be



returned to the collectors box set so it is not an issue, but any models purchased for racing will need to be remedied. Neither car has the capability to upgrade to digital although it could be possible to squeeze an F1 chip into the Jag. One small point to note is that as the rear axle was snapped back into place in the Jaguar, the "Limited" plaque fell off the bottom of the chassis: very little adhesive had been used so watch out that it isn't lost before returning the car to the box.

The handling of the cars is difficult to judge with such strong magnets but, once removed, the true chassis capability would be revealed.⇒



The Merc benefits from both a longer wheelbase and a wider track so could be expected to drive faster. Once the cars were relieved of their artificial down force they both became harder to drive with realistic tail out slides requiring a gentle hand to control. If this is attempted with magnets installed the cars simply step out of line, hit the limit of guide travel, stall for a bit then bounce back into line, being grabbed by the attraction of the contact rails.

Without the magnets, however, other failings manifest themselves, especially in the case of the Jaguar. As previously observed, the axle has too much clearance in the bushings: as the magnet serves to hold the car down, it reduces the effect of the axle floating around. Without the magnet the car skips around and becomes a chore to try and drive smoothly. Best lap times for each were 10.7 for the 300SLR and a disappointing, very tiring, 11.4 for the D-Type.

So the overall conclusion is that the cars were designed to be run with magnets and this is how they will be best enjoyed: they perform very well and look stunning. If it is intended to remove the magnets then further work will be required before the cars can be fully enjoyed, more so with the Jag than the Merc.

Just as an aside, I tried the Jag against the old Scalextric Austin Healey (C74): with a well prepared RX motor with good silicon tyres, it achieved a lap time of 9.2 seconds. Maybe, with the continuing development of Digital, separate classes should be run together: Merc and Jag with magnets, Austin Healey and Tiger without, to emulate the huge speed differentials of the prototypes?

It was pointed out to me that the famous 6 Lane etcetera, etcetera is now available in the USA: no, surely not, how could they get it before the home market? Well, according to Stateside vendors, they are closer to China than us: can't argue with that, but it still doesn't seem quite correct that, having been subjected to Hornby's trials, we still have to wait a further month. Let's hope someone has got it wrong and you've all been enjoying it long before reading this?

So, another month has passed and with only September to go, Q3 still has a number of cars yet to appear, with one or two from Q2 still eagerly awaited also.

Let's see what blows in from the East next month. ■







No doubt this month there will be a full write up about the Brooklands Slot Festival, but given there is little to report from SCX this month due to the Summer holidays etc. I thought I would write up about the SCX involvement at this great event. For those who could not make it, you missed a great day! Hats off to the Pendle Slot Racing for organising a superb day.

### **Well that was busy!**

Steve from AEC (SCX UK distributor) was involved in the planning and execution of the SCX display at the Brooklands Festival with Sean and Co. from Pendle for a long time, with planning and building of displays starting many months back and advanced trips to the venue to see what went where etc. We discussed what type of track we would display and who would do what etc, etc, but I think neither Steve or I had banked on the enthusiastic track building skills of AEC helper Rich. We had seven tracks on display showing every type of SCX track, scale



and type of car available plus the routed MDF logo track made for the Slotforum/SCX weekend.

SCX/AEC was given most of the Chequered Flag room at Brooklands and along with Pioneer the room was full! From doors opening to closing time we were packed all the time. All the tracks were free to play and to encourage everyone to try all the varieties on offer a simple rally type competition was organised where visitors recorded their fastest times on each stage/track with the overall fastest total times winning a prize along with other prizes for fastest stage time on each track.

Rich and Steve (mainly Rich) made a superb SCX Digital 'Concorde' track complete with aircraft hanger and Concorde model and this was the largest track available, a brand new rally stage was also made with farm buildings, chrono start, snow track etc, etc. The most popular track on the day was probably the superb







SCX 'Off Road' track this was in constant use and reconfirmed that once people have a go on it they want to buy it! (Spain TAKE NOTE – “make more off roads cars and track sections!”). The SCX Compact system also had a new display track complete with Castle turrets (no prizes for guessing where these came from!). An SCX Nascar Oval was also available for everyone to use on the day.

What I loved about the day and the SCX display specifically was the types of visitors who came along. From the well known familiar slot racers, who thought ‘Ok I’ll give it a go’ (only to come back later to improve their times once the

kids had thrashed them!) to the casuals mums and dads who initially were reluctant participants in the competition only to quickly concentrate and ask for advice. But the best thing was the kids, they just kept coming back and back and back again to shave 1/10<sup>th</sup> of a second of their time when they saw their name dropping down the digital scoreboard. It’s very easy, as slot enthusiasts, to forget that we collect TOYS and they are primarily designed for children. We can all take it far too seriously!

As I said earlier we were busy in fact very busy, I know I had about 30 minutes free time all day and I don’t think Jamie Coles, Rich, John or





Steve had any more time off, so my experience of the rest of the event was limited to handing cash over to Derek Cooper and the Café! I did manage to catch up with some of the NSCC Committee as we packed up and I apologise now if I didn't say hi to more people on the day.



Time Control Fastest Stages Times		
Concorde;	Lewis Mason (winner)	56.00 Secs
Castle Stage;	Sam Dullidge	25.00 Secs
Logo Stage;	Steve Taylor	25.30 Secs
Rally Chrono;	Josh Brown (winner)	13.10 Secs
Blacklands;	Martin Thomsett (winner)	54.00 Secs
Checkered Flag;	Tom Auld	40.95 Secs

Time Control Fastest Total Times		
Steve Taylor	245.90 Secs	
Rob Wilkinson	254.32 Secs	
Eric Jackson	255.94 Secs	
Steve Taylor	256.45 Secs	
Tom Auld	257.34 Secs	
Kendal May	257.70 Secs	

Winners on the day were awarded their prizes and those who could not be contacted were posted their prizes later, above are the winning stage times and total times, plus photographs of some of the winners, being Lewis Mason, Josh Brown, Martin Thomsett and overall winner, Steve Taylor. As you can see a few happy faces as a result on the day!

To summarise, AEC are to be congratulated for putting on a fantastic display, other







manufacturers would do well to follow their lead and give more support and backing to large public slot events in the UK. Sean and the guys/girls from Pendle did a fantastic job and as anyone who has organised similar events in the past will know, they don't make any money directly, but anything that shows our hobby to new, interested enthusiasts is to be encouraged, web, adverts, flyers, brochures and fancy shop displays are all well and good, but nothing beats fingers on triggers!

I know Sean is asking for feedback and comments from those who went to the event and from those who didn't to try and improve any future events so please get in touch with them with your feedback.

My thanks for some of the photographs go to Dave Chang (Astro) and Phil Barry, some of them I did manage to take myself!

As I said at the start there are no new product to tell you about this month, but some review samples are on their way to our Editor so let him know if you would like to review an SCX cars for the Journal. Until next month! ■



With many of the summer releases already announced, there is little in the way of “news” I can offer this month. However, this does give time to review some of the special editions that were available at recent events. Two pairs of Ninco Classic cars were commissioned for the special days at Donington and Brooklands and during the quiet month of August, I took a closer look at them.

### Classic Reflection



at the end of May this year. Both have the same level of detail and are beautifully trimmed with a variety of chrome fittings. Each car is presented in the early style crystal case with unique backing card and numbered gold label showing the series number. The model reference number, title and barcode appear on standard stickers on the underside of the base. In keeping

Starting with the Porsche 356 Coupe, these were produced as a limited number of just 400 pairs, one black (91005), one yellow (91006), to commemorate the Donington Slot Festival held





with the early theme of these classic racers, each is fitted with Ninco's first motor, the NC-1. The chassis design incorporates the interchangeable motor pod which allows fitting of the 'long-can' motors such as NC-2, NC-5 or even the latest NC-12.



Moving on to Brooklands, we find another twin set of classic cars, this time limited to 500 pairs of yellow (91009) and maroon (91010) Jaguar XK120. This time however, it is not just the colour that separates the two cars as one is produced as an open top racer sporting a number '28' roundel and the other is offered as a plain 'rag top' version with the roof up. There is a slight variation on the chrome trim as the maroon car carries spot lights and a "Classic" rally style badge fixed to the front. In addition, print detail on the inside of the car can be seen on the dash and steering wheel. A small full colour printed card is supplied marking the event from August and reference number, title and barcode can be found under the base. Power for these models is supplied by NC-5 motors but as with the Porsche, the Jaguar chassis is



designed with the interchangeable motor pod allowing this to be replaced with faster *or slower* revving motors.

Well done to both Scale Models and Pendle Slot for commissioning these cars. Perhaps this has set a trend for future events, creating a new series to collect?



## Trophy Time

Another car that has been a hot topic for discussion over the summer is the latest Ninco-S Megane Trophy '09 (50551). This is one of the first cars produced with the new style motor mount that firmly holds the motor, gears and ➡





rear axle in a pod that can be allowed to float within the chassis. The motor mount is held within the main chassis by three screws (not two as stated last month!) and has additional fixing holes to hold the motor in place. This first release is in “Lightning” trim which means that not only are race components fitted as standard, but it also has a lightweight interior just 2 grams. Until now, the Megane '09 had only been available in the Ninco-1 range. The previous Ninco Megane Trophy car was a popular club series and release of the new style Megane in Ninco-S form has been eagerly awaited. Plain white bodies are available to custom paint but the three liveries released in



Ninco-1 versions, Polaroid (55010), Terratorium (55012) and McGregor (55021) are also compatible with the Ninco-S chassis and with more releases due, there will be no shortage of liveries to race on track.

### **NWC'10 UK Qualifying Round 5**

The final round of qualifying for the UK entrant of this year's Ninco World Cup takes place at Burnt Oak on Saturday the 11<sup>th</sup> September. As winners of Round 4, Burnt Oak will be looking to make it two in a row and have 'home advantage' but with GTR on the list of teams already signed up to compete, a fantastic on-track battle is guaranteed. *At time of going to press, there is still space available in this final round, so if you feel up to the challenge, get yourselves down to Burnt Oak and show us what you've got!* ■







## VW Scirocco GT 24h Nurburgring #117 By John Penfold

For this month's review, we have the Carrera Evolution VW Scirocco GT, which participated in the 24 hour Nurburgring in 2008 and what a stunner!

The real car, was one of three cars entered in this race, powered by a 2.0 litre TFSI engine with a DSG (Direct Shift Gearbox), things certainly looked promising from the start with qualifying positions of pole, second and fourth place. Despite being "brand new" cars, the reliability of these Sciroccos proved the catch phrase of VW with only three unscheduled pit stops between them, (servo pump on #116, a tyre failure on #117 and a loose under body on #118). Ultimately this reliability and the fast lap times meant on its first race outing they achieved a first and second finish in its class with an 11<sup>th</sup> and 15<sup>th</sup> place overall. The third car achieved a 5<sup>th</sup> in class and 32<sup>nd</sup> overall. Not bad for a car, which was entered before its market launch with the race Scirocco being developed, built and tested in only 75 days!

The Carrera car piloted by Carlos Sainz, Giniel de Villiers, Dieter Depping and Hans Joachim Stuck carries #117, and is truly stunning (have I said that already?).

Again the car is packaged in the standard Carrera box with the angled mirror, which



really does show this car off particularly as the blue paint finish is faultless. The wing mirrors are picked out in orange as is the strip across the windscreen, whilst the windscreen wipers, front/rear air dams and spoiler are black. All sponsorship logos, numbering etc. appear to be correct from the pictures of the real cars and again are crystal clear; the large VW logo on the roof is particularly impressive. Worthy of special mention are the wheels, these are gun metal grey ten spoked and shod with Michelin tyres and really do look good, of course behind them you can see the brake discs and callipers both front and rear.

⇒





My only criticism with the bodywork is the rear spoiler, which on my example is loose and indeed fell off when I removed the car from the base, I was tempted to glue it back on but thought again, after all it may be better removed when racing! It would appear that the locating lugs on the spoiler are not long enough to go into the holes on the body. Apart from the spoiler though this car feels particularly solid just like a real VW.

From the rear view the model has the same stance as the real car, sitting low and wide with those big rear panels over the rear wheel arches and all finished with the exhaust protruding from the middle, whilst the view of the front is also intimidating especially, I imagine if you have it filling your rear view mirror at speed.

The usual alternative guide, spare braids and a pair of mirrors are included in the rear of the box and the “how to use/ this is not a toy” instructions.



Underneath the car carries the usual Carrera polarity switch and two magnets, which are carried forward and behind the in-line motor and can be removed if required, but only if you do take the whole body off. The chassis is removed by undoing the four screws holding it to the body, two at the front and two at the back. Inside the car we have the standard Carrera set up, front and rear lights are present, which are particularly bright, with all four of the front lights being illuminated and have no bleed what so ever to the front or rear of the cars bodywork.

The car can be easily converted to Carrera digital with all the wires being fitted with the relevant plugs etc. for easy installation of the digital chip, although I will attempt to fit the Scalextric retro fit chip at a later date.







The front axle is full width and both axles are mounted in brass bearings with very little play or movement to the axle, this is also replicated on the cog and pinion to the motor, overall very neat and tidy.

The drivers pan is fitted to the body and cannot be removed, at least not without the risk of some damage and again a minor criticism (at least of mine) is that despite some detail in the cockpit there is only half a driver and passenger seat and the dashboard is all black with no detail picked out.

Onto the track then, which as I have said in previous reviews is Scalextric Sport, with lap times of around the 11 second mark. So the guide blade is changed over and off we go for some running in. Straight out of the box and the car is smooth and very quiet, with consistent laps being achieved almost straight away; perhaps this is because the stance of the car is low and wide? After about twenty laps I oiled up the running gear, trued the tyres and set off again. The car continued on its way with little mishap,

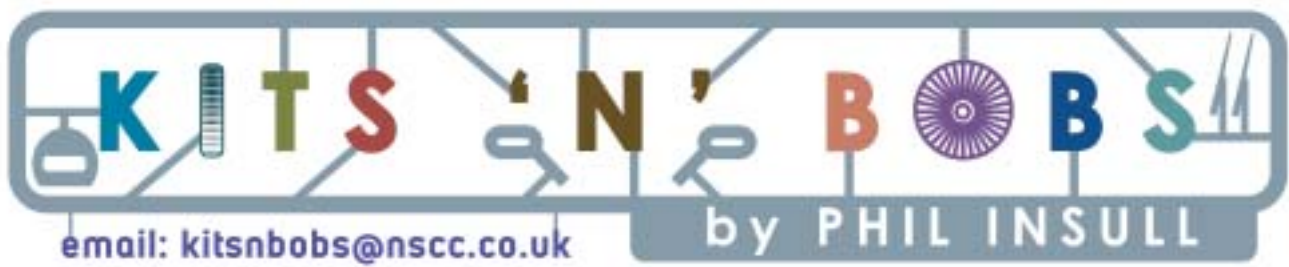


although as it was pushed a bit faster the occasional “off” occurred with little or no warning, there was reluctance for the car to slide around the corners, probably as a result of the magnets in place, lap times though were around the 12 second mark.

For the final test I removed the magnets and went for it! Well things certainly speeded up a bit, with quicker lap times (around 10.5 seconds) when I could keep the car on the track, I must confess I generally race with magnets in place so this was more likely driver error than the cars fault, but now the tail would slide out and made for some dramatic laps and indeed “offs”, which as a note the body stood up to well with no broken mirrors or scratches.

Overall then another nice example of a stunning real car and my congratulations to Carrera again on this one, my thanks to the Editor and the Hobby Co. for the sample car and now I’m off back to the shed to thrash it some more, I just love that blue paint finish! ■





Well we seem to have had only one day of proper sunshine in August and fortunately that was on the Sunday of the Brooklands Slot Racing Festival. First of all many thanks to Sean and the team at Pendle Slot Racing for organising another fine event with plenty to see and do to keep folks occupied all day. This year I'd opted out of the feature racing to give me more time to explore and do stuff, which included bumping into Brian our former Editor at the top of the hill climb. Amazingly he didn't shove me down the hill for all my crimes against grammar and the English language! I was also able to visit the trade stalls where this year George Turner of G.T. Models not only had prototype models on display but loads of kits for sale including his new Ford Falcon, Maserati 300S, Lancia D24, Austin A35, Hillman Imp, Morgan, MGB, Sprite and Cheetah in both forward and rearward engine types. Many of the kits come with a lightweight

resin chassis to make the building job easier, and I have started work on the A35 and Imp with a view to running them at the Wolves Pre '70 Saloon Invitational Event on Sunday October 10<sup>th</sup>.

In addition to the kits for sale George also had a very complete looking prototype of the McLaren M6B on display and tells me that he is just waiting for etched metal work for the Maserati 300S with full engine detail and detachable bonnet. There were also a number of work in progress master carvings which may become available at some point in the future these included a MK VII Jaguar, Iso-Griffin, Lotus 40 and Ford Anglia, along with some finished prototypes in the shape of the McLaren M1B and 1967 Shelby King Cobra.



**GT Models New Ford Falcon Kit**



**GT Models range of production and prototypes at Brooklands**

Sharing the stand with GT Models was Graham (A.K.A. Zagato) of G.P. Miniatures available was his latest release the Aston Martin DB4 Zagato in both race and road versions and on display was his work in progress prototype of the DB5 Convertible. The Zagato is a beautiful





### G.P. Miniatures DB4 Zagato and DB5 Convertible

kit complete with etched metal parts and I am looking forward to finding some time to build mine soon.

While at Brooklands in addition to enjoying the museum itself, the fantastic SCX rally tracks, NSCC and Pioneer tracks, and of course the PSR backed dragstrip, I also enjoyed the “how to “talks”, particularly the one on scenic improvements by Slot Track Scenics which gave some clever but effective tips on improving your circuit. Later on I noticed that STS also had a number of new products including a plastic injection moulded version of their camera tower (Pre-moulded in colour so no need to paint) There was also a new unpainted camera crew and two sets of VIP guests, which when given a touch of colour certainly help bring the trackside to life. Also available were revised

versions of the colourful advert boards all of which can be seen in the photo taken on their stand.

Also at Brooklands, Sean had managed to get the MX5 Racing club along with some of their full size cars, which tied in appropriately with the release of the Penelope Pitlane / PSR Mazda MX5 Mk1 kit. It's great to see a model of this fabulous little sports car, I know Sean and Steve both enjoy the real thing and I have had two in the past and they were both fantastic. Also new this month from Penelope Pitlane is the first release from their “Legends” range with the ‘57 Chevy Coupe; hopefully I can bring you decent pictures of both next month. In France Proto Slot have been busy with no fewer than six versions of their Ferrari 250 TDF now on release these being the #159, 163, 165 and 168 cars from the 1958 tour, the #173 car from 1959 and a 250GT version of Team National Belge⇒



**Slot Track Scenic's new camera tower including crew and VIP spectators**



**PSK upcoming Porsche 718RSK. (Picture courtesy of Proto Slot)**

from Le Mans 1959. In addition they have announced the next release which will be the Porsche 718 RSK from Le Mans 1958.

On to the more mainstream and RTRs and this month sees the release of Le Mans Miniatures Jaguar XJR14 as the 1991 Nurburgring winning #3 machine of Warwick / Brabham and second placed sister machine #2 of Fabi / Brabham, as ever build quality is excellent but more for the collector than the racer. Also announced is Model Masters new Ferrari 308 GTB in striking Marlboro livery as raced in the 1985 Baja Monte Blancos by Antonio Zanini, this is limited to just 150 units so you'll need to order fast if you want one. Also coming soon is a new release from GMC/MMK with the white liveried Bizzarini Ducas D Aosta, I don't know too much about this one so I'll try and find out more for next time.

Out this month we have a new release from Revell Monogram with their McLaren M6A this being the #5 Denny Hulme car from the 1967 Can Am series in which the kiwi won the first three events of the season before finally finishing second in the championship to team mate Bruce McLaren. Revell have done a decent job here with an angle winder chassis,



**Revell Monogram McLaren M6A #5 Denny "The Bear" Hulme**

good scale size, and a passable representation of "The Bear" in the cockpit, it will certainly make a good stable mate to their recent Lola T70s. NSR have a new Renault Clio R3 this being the #38 car of Luca Bettit as raced at the IRC Monte Carlo rally, they have also announce two new collectors releases the first is the Mosler MT900R Five Year Victory Set, to celebrate five years of consecutive wins in the National Italian Slot Championship Finals, the second is the Ford Le Mans winners set and contains the '66 and '67 winning cars.



**Le Mans Miniatures Jaguar XJR14 #4 Fabi / Brabham**





Avant Slot Alpine A310 picture courtesy of Pendle Slot Racing

Fly have a new car in the shape of the Ford Doran JE4 this being the attractive #77 Kodak sponsored machine driven by Jourdain / Brix / Servia at Utah in 2006, whilst Team Slot have the #23 Chequered Flag Lancia Stratos as driven on the RAC in 1976 by Walfridson / Frazier. Further releases are now available from HPI in the form of three race liveried versions of their 1991 Nissan Skyline in Taisan, Calsonic and Zexel colours and Scale Auto have announced two new liveries of their Radical SR9 the #22 car from Le Mans 2006 and #21 car from Le Mans 2007, while in 1/24<sup>th</sup> they have released the Porsche 911 RSR #76 from Le Mans 2008 and a plain white BMW M3 GTR GT2 both using the MSC Competition chassis set up. Also available now from Avant Slot is a new Mitsubishi Lancer Off Road in matt black test livery and the 1977 Renault Alpine A310 in a striking yellow / red / black Calberson sponsored livery.

Finally this month Slot.It have released a new version of their Nissan 390 GT1 in black test livery as driven at Estoril by Martin Brundle in 1997. This release has the new Evo 6 chassis,

an in-line 21,500 rpm motor and offset 28:9 ratio gears, and is fully compatible with all the latest Slot.It tune up parts. ■



Racer news is back after a long break. I will briefly recap on what has been released since the spring and finish with the latest news to come out of the Milan factory, which includes a first for Racer.

**RCR53A – Alfa Romeo T33 – Official #36**

**RCR53B – Alfa Romeo T33 – Official #38**

These are the first two of a four car team to be modelled on the long tail Alfa T33 which competed at Le Mans in 1970. Both cars are identical in detail and sponsor logos and only differ with varying nose and tail fin colour markings. The #36 car has white markings whereas the #38 car has green. Their real life counterparts didn't fair very well in the race with all four cars failing to finish due to varying mechanical reasons. The remaining two cars (#35 yellow and #37 blue) are currently due for release in September.



**RCR54A – Chaparral 2E – Official #65**

**RCR54B – Chaparral 2E – Official #66**

Modelled on the team cars that finished 1st and 2nd at Laguna Seca and driven by Phil and Jim Hall respectively. This race formed the 4<sup>th</sup> round of the 1966 Can Am championships. Both models are mirror images of their previously released counterparts (RCR43 and 48) with the exception of having chunkier rear wings and the addition of front winglets.



**RCR55 – Ferrari 312P Spyder – Official #60**

If you like your slot cars low (I mean low) and wide then this is the car for you. Racer have captured this exquisite model to a tee and goes down as one of my personal favourites. This is the first Spyder version Racer have produced ➡➡





© Racer - Model by: www.racermodel.com

of the 312P and follows in the tyre tracks of the five previously released coupe versions. It is modelled on the car that finished 4<sup>th</sup> competing in the BOAC 500 Brands Hatch race, which was the 3<sup>rd</sup> round of the World Sportscar Championships in 1969.



© Racer - Model by: www.racermodel.com

### RCR56 – Porsche 935J – Momo #30

This is the third 935 (Joest version) to be modelled by Racer and in my mind the most stunning. The eye-catching livery is red with yellow stripes and has red wheels. It is modelled on the car that won the Daytona 24hrs in 1980.



© Racer - Model by: www.racermodel.com

### RCR57 – Ford P68 – Alan Mann Racing #58

At the time of writing this model is just filtering through into the UK. Yes it's another Alan Mann racing Ford P68, but where this one differs from the previously released versions is that it has a Chaparral style rear wing fitted. Despite the criticism I've read on a well known forum that this wing will snap off the first time the car rolls over. All I can say on this is that if it is anything like the wing fitted to the Chaparral then it will be much stronger than these comments suggest. The model depicts the car that competed, but failed to finish the BOAC 500 Brands Hatch race in 1969.



### **RCRG3 – Ferrari 250LM – NART #21**



Third in a special series of numbered Limited Editions and restricted to 203 pieces worldwide. The car comes complete with a certificate of authenticity and each plinth has a numbered plaque attached to it. This particular model has been five years in the making. It was first shown as a private model back in 2005 at an event (not sure where). Ever since then I have secretly wished for its inclusion into the range as to me it is the most attractive version of this car. With its low slung spotlights, the addition of wing mirrors and those chunky steel wheels, it just somehow makes this car more complete compared to the other versions. It is modelled on the car that finished 7<sup>th</sup> in the Daytona 24hrs race in 1970.



### **Now the News**

At this year's Slotlandia held in Milan, Racer will be unveiling a special edition car to celebrate the "Top Racer" event held within the show. Two special edition Ford P68's in "Gulf" liveries are being produced. Details of which as follows:-

### **RCRS01A – Ford P68 – Gulf #11** **RCRS01B – Ford P68 – Gulf #21**



This is the first time Racer will have produced a fictitious livery and made it available to worldwide sales. Although the cars are labelled as "Limited Editions" technically they are only limited to the number of pre-orders made. Having said this Racer are not expecting to produce more than 200 of each version. The liveries have been taken from Gulf sponsored Ford GT40s and is an acceptable alternative given that the livery and body shape are a perfect match. This does not mean that Racer are going to produce lots of fictitious liveries in the future, but highlights the diversity needed to produce popular liveries if the market demands it.

Also at Slotlandia Racer will be showing an advanced prototype of the Ferrari 250 GTO. The body is practically finished but work is still needed to mould the plastic injected parts such as the chassis for example. Another car due for its first airing is the Toyota 2000GT, which is the second in the "Silverline" lightweight resin series. Its release should follow soon after.

For all you fans of the Daytona prototype series the second version of the Dallara is next. It will be the McDonalds sponsored car and although it is experiencing delays caused by the Chinese manufacturer. Deliveries will commence once the shipment arrives, which could be anytime sometime.

Till next time – Keep the Passion! ■







## Mercedes SLR McLaren 722GT

By Jonathan Exley

This is my fourth attempt at writing this article so do forgive my non conformist review as the first three did not reflect my experiences. For my sins I was allocated a Carrera Mercedes SLR McLaren 722GT, in itself one hell of a mouth full. Now I realise at this point many of you expect a potted history on the background of the car but this does not interest me. (If you do want one you can find one in the Scalextric Club Mag). My views If it looks right then that's my gauge on whether it's worth buying to either sit on the shelf or venturing out on to the track.

From the off the car and I didn't hit off it. With it behaving like a truculent teen which has been told to spend a weekend at its least favourite relative. For a start the car wouldn't come out of the box. It appeared that the Chinese version of Charles Atlas must work on the "putting the car on the plinth" department and thus it refused to come off. When I finally did get the car out to play the rear wing fell off followed by a wing mirror which has disappeared completely.

So finally out of the box and up to the loft. My loft houses a large Ninco/Carrera track which is copper tapped and a digital Scalextric track. I do not remove the magnets as my 30ft straight ends right at the end of the lowest part

of my roof. When cars fall off at this point fetching the cars back is a bit like the tunnel in the great escape without the trolley! So onto the track. It had been very cold winter at the start of this year and obviously this was also the case in the loft so I had not been up very often "playing" as my family call it. On inspection the track had suffered from condensation so we had rusty copper tapped Ninco track to clean, please note the Carrera track was rust free and it does not warp when it's hot unlike the Ninco and Scalextric pieces. So after cleaning the track I only had time for a few test runs with my ever reliable Scalextric Minis. So back down the ladder for the truculent Mercedes and me. Four days later and with more time to spare, up we went. Now lesson number one, always unplug your transformers because they tend to burn out and may even burn your house down, which thankfully they hadn't but they were now no use. My spare transformer was very underpowered but it was time for the Mercedes to roll. It managed 2ft before stopping again and again. Check the braids....fine so let's change the guide. The guides are now easy change which works well unfortunately the spare guide was the same as the one I had just taken off. Chinese Atlas had also had a job in the slidy box department as this was a pig to get off as well. Thankfully my green





Morgan had a guide that fitted and became a donor for our test. So at last the car was away but just got slower and slower and then stopped. More power needed and further cleaning required. To remedy the power problem I ordered an all singing Eagle 13.8 fixed power transformer which could double up to power the digital track. Now armed with new power source and shiny track it was time to see what the model can do.

The first few laps were steady and stable around the Ninco section, smooth on the Carrera sections. After 40 plus laps I had it down to 13.5 second laps. At last the car was able to do what it was made to do race. This car like all Carrera cars run very smoothly, it's no speed machine more a Volvo than a sports car. You can't knock the cars paint work and finish and the mirror box make it stand out a treat. The chassis is well detailed and I like the new approach to magnets, far tidier and the driver can see over the steering wheel unlike other manufacturer's offerings. The aerial behaves more like radar but that's a minor detail. This model looks realistic and seems to "sit right" unlike other examples by other manufacturers.

So let's sum up, it would look good in a



cabinet if you can get it out of the box! On the track the car runs smoothly particularly on Carrera track. I enjoyed ambling laps and its smooth motor is good on the car. It's well made apart from the parts which are stuck on i.e. wings and mirrors. To me its internals seem over engineered with Carreras insistence on the reverse button, is it really needed? It does compare well to the other ten Carrera cars I have but other makes leave them well behind in terms of performance and verve. Its only half a second or so but they simply can't keep up with other main stream manufacturers. Come on Carrera you make very good choices in the models you produce, the presentation of the cars themselves is excellent but how about making them competitive to race.

My thanks to the Editor for the opportunity to race the car and my apologies if my article is not what you expected. ■



# Brooklands Slot Car Festival 2010

**By Jeremy Naylor**

**T**his August has seen some of the wettest weather for a long time, particularly in Surrey, fortunately again the event held at Brooklands on the 8th August 2010 was basked in sunshine, Sean Fothergill must have had a word with someone upstairs?

The planning for this years event commenced almost immediately after last years spectacular event which included James May and his record breaking achievement, which I'm sure everyone is familiar with by now.

This year though there was no James May effect and the event was organised on the basis that it must stand by itself and so the idea was to focus on public participation and thus appeal not only to the slot car enthusiasts among us but hopefully the general public at large.

I myself attended on both the Saturday and Sunday with the intention of assisting in setting up and testing the NSCC track, again kindly supplied by Scalextric, so I arrived bright and early at Brooklands on Saturday to meet up with the other NSCC volunteers, well Paul Yates at least. Paul had arrived early and had managed to secure the room for the NSCC, move various bits of furniture around and get the tables ready for the track which was scheduled for arrival some time after lunch.



**There was more to see than just slot cars**

We were not alone on the Saturday with some of the larger traders setting up along with many of the people who were supplying, racing and demonstrating the various tracks on the Sunday.

After several hours of waiting we were joined by one or two other volunteers and eventually the Scalextric roadshow lorry with Adrian Norman in attendance, but no track for the NSCC, "ah" says Adrian "that's because its arriving tomorrow at 8am!"

So with little more to do in terms of organisation, a quick trip around the museum with my daughter, who insisted on joining me for the day and then back home with our Club Secretary and his partner who I agreed to put up for the night, a quick change and ready to go out for the evening.

A pleasant evening was spent at a pub by the river Thames at Chertsey with Stephen, Sandy, Brian (the ex Editor) and Christine before a rather later night to bed than was planned, which given the early start required the next day was not the best idea I have had in recent times.

So Sunday came and the weather appeared to be holding, with the forecast predicting sunshine later, back to Brooklands then for 8.30am.

Once we had arrived, it was satisfying to see that true to their word, Scalextric had delivered the track and indeed set it all up and tested it accordingly, although this time we did not appear to have the new six car power base for the NSCC championship, having to rely on the current 4 car digital base and stop watches (does anyone know when the new 6 car base is actually arriving by the way?).

Other volunteers joined us by about 9.30am and we were all ready, with the NSCC stand being erected and positioned in the same room. I'm sure our Membership Secretary, Andy is



**The NSCC/ Scalextric Nurburgring**

getting quicker at setting up, particularly unboxing all the NSCC cars and putting them in the Sora showcase.

Most of the smaller dealers were also now present and busy setting up with the deadline of 10am fast approaching, so a quick chat with some of them and a bit of negotiating for some cars (“put it aside the wife is on her way I’ll get it later when she has left”) and everyone was ready.

So 10am came and there was a steady flow of people coming through the gates, indeed when I visited the Brooklands shop to collect a typewriter (more on that another day) a reasonable sized queue had formed.

I was finally joined by the wife and the kids, so my first part of the day was mostly taken up with seeing what was there and some actual



**Pioneer routed three lane track**

participation as a member of the public rather than assisting with the running of the NSCC track etc. (sorry guys!).

The event had some 21 tracks in place and of these all but two were available to the public to experience, which was what Sean Fothergill/ Pendles aim was in the first place, many of them were housed in the chequered flag room, where SCX were represented with their considerable range of different tracks and Pioneer who had brought two tracks, both of which were consistently well attended and on which I took the opportunity to try given that one of the cars was the Bullitt Mustang, which whilst I own have never used, so I thought better to thrash one belonging to someone else. They also had a preview of the forthcoming Dodge Charger (baddies car) to pair up with the Mustang on display which was very nice indeed. ➡➤



**One of many SCX tracks on display**



**Pioneer four lane Scalextric Sport track**





**Pioneer starting grid**

Downstairs and outside we had the Scalextric roadshow lorry which not only housed their own Championship track but also some of the forthcoming new releases just to wet your appetite, in particular the Aston Martin Lola from the soon to be released Aston Martin Racing Limited Edition set. In support of Scalextric was the Airfix make and paint workshop, where you could make your own Aston Martin or Mitsubishi Lancer, we settled on the Aston Martin with a somewhat interesting colour scheme, but my daughter was so proud of it, so who was I to comment if it wasn't British racing green?



**The return of the daunting hill climb**



**Mazda MX5 Racing Series**

Under Concorde as the previous year was the Drag Strip supported by PSR, again competition appeared to be fast and furious, hopefully they will advise us at a later date of the results of their very own championship when it concludes.

A return of the Hill Climb was also in place, run with the assistance of Scalextric, I understand this did experience some problems again due to the weather and track movement but from what I saw appeared to be drawing a considerable crowd and participants of all ages.

Some real cars were also present in the form of the Mazda MX5 racing series, incidently sponsored by Scalextric and which also coincided with a new resin release of the MX5 by Penelope Pit Lane/PSR.

For those energetic people a return of the pedal powered track by Get Cycling seemed to



**Rail cars on the grid**



### **One of the trade stands, I also write eBay watch in my spare time!**

be drawing a crowd, although many appeared happy to watch rather than have a go, far too much exercise for a Sunday morning I think.

One thing I haven't seen before but which fascinated me, were the Diesel rail cars, these truly were stunning and the noise is incredible, the speed of these things beggars belief, yes they do actually run on a rail and not in a slot.

By lunchtime the event was indeed well and truly up and running, so I thought I'd better go and assist at the NSCC track to allow the others some relief.

The NSCC track had a steady stream of attendees but it was by no means busy at least not until Scalextric themselves made the participation on this track part of their driving license challenge, which then saw the numbers increase dramatically.

In an adjacent room to us was Slot32 running two tracks, one Ninco rally the other a Carrera digital track, and they too seemed to be well attended and were involved in running their own competition with prizes for the winners supplied by them.

After lunch and the auction commenced, organised by DJ Auctions, whilst not participating myself, I did view the lots and there were some rare and interesting items available, I understand it progressed well and prices achieved were above the listed reserves generally, so who says there is a recession?

Throughout the day there were various "how to" talks by among others, Slot Track Scenics and these particularly interested me given that I am now at the landscaping stage of

my own track at home, all very interesting and I did indeed learn a few things which I will put to use on my own track, including the purchase of one of their new camera towers and crew.

A little later, the good wife and children had to leave to return home, so again I was alone, right then off we go to the trade stands for some more shopping and of course to pay and collect the items selected in the morning. Speaking to some of the traders the feeling regarding business was mixed, some reported little business, others claimed a slow start but that it increased later, whilst some of the larger dealers claimed the event went well for them and that they had a successful day throughout, which is obviously important otherwise similar events in the future are unlikely to occur. From where I was stood business did appear to be brisk and some considerable sums of money were changing hands.

I understand from Sean at Pendles that the attendance figures were around the 2,000 mark, which was the required level to ensure the event was a success, this is great figure given that whilst it is half of last years attendance, there was no big record breaking attraction this year and so didn't have the benefit of a celebrity like James May present.

In conclusion then thanks must go especially to Sean Fothersgill and Pendles for organising the event and to all the other people, traders, members and indeed the public for attending and making the event a great day out. Of course thanks on behalf of the NSCC go to those who helped on Saturday and Sunday, I am not naming names, you all know who you are.

So will this event happen again? Well I cannot say anymore at the moment, but in Sean's words "watch this space" as something is in the "offing" and is currently in the organisation stage with information possibly being released before you read this and indeed it may even be in the next month's Journal, however overall this years Brooklands Slot Festival achieved the aims it was meant to and I for one enjoyed a great day out and of course as a reminder of the event bought the Limited Edition cars produced by Pendles as a memento. ■





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



This month the boys at Carrera have these new releases, which should be at a dealer near you soon.

**CA30533 Digital Ferrari 599 XX  
'Race Version'  
and  
CA30532 Digital Ferrari 599 XX  
'Geneva Motorshow'**



**CA27314 BMW Z4 M Coupe 'Dorr Motorsport'**

The BMW Z4 continues to be a stalwart of endurance racing in GT3, GT4 and various country specific GT challenges. With a long bonnet / short bottom it is the quintessential sportscar. This Pirelli sponsored livery is very striking. It can be upgraded to Digital.

The fabulous Ferrari 599 is modelled here in 1/32nd scale as the hard core XX version as debuted at the Geneva Motorshow. The Geneva Motorshow car is in a red silver and black livery and the 'Race Version' is in a cracking blue and white livery.

I think that it is a shame that Ferrari has granted any company a sole license to produce Ferrari replica slot cars but these are excellent replicas at a sensible price. Both are Digital 132 models but are also listed as #27336 and #27335 in the 'Evolution' range.



## **CA23748 Chevrolet Corvette Grand Sport – 'Mecom Team'**

On to 1/24th scale now and a new livery on the brutish Chevrolet Corvette GS. The Mecom team are famous for superb preparation of iconic cars, this 1964 Sebring competitor is no exception.

Presented as a Digital version only it will run happily on analogue tracks.

That's all for this month, so hopefully some more to report in October. ■





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

August has remained a quiet month in terms of trading on eBay and probably was not helped by the fact that yours truly has a new full time job again and not spent so much time on eBay trying to spot the midweek bargains! However I did spot the NSCC adverts at the bottom of the listings. Have you? Anyway listing numbers remain at around the 12,000 level on UK eBay at the end of the month having topped the 14,000 level briefly in the last week thanks to a two day free listing period for private sellers. However I think there are a few tentative signs of renewed buying enthusiasm as can be seen in some of the prices achieved for certain items this month that my chief spotter Mike or I saw this month. Perhaps this is a good time for a reminder to encourage you to send me the link to any interesting auctions you see particularly if it is not all what it seems as it all helps with trying to keep the interest in this column.

### **Yee Haw!**

For Dukes of Hazzard fans the normal going rate for the Scalextric Dodge Charger is around £25 to £35 on UK eBay currently, though one lucky buyer managed to grab one for £19.55 plus £4 p&p one Tuesday night. However there were a couple of these cars attracting those with deeper pockets this month and it is sometimes good to see how prices compare on eBay compared to specialised auctions which was possible this month due to the DJ Auction on the 8<sup>th</sup> August at the excellent Brooklands slot event. (Well done Sean and team for an excellent event by the way!) The Dodge Charger's fetching the money had a factory tampo error where the 01 was missing on both doors. The DJ Auction Sunday example (Lot 191 [www.dj-auctions.co.uk](http://www.dj-auctions.co.uk) if you want to view a picture)

made £210 plus commission but the real deal as David Dickinson would say, from a buyers view anyway, was on UK eBay less than 24 hours later as that example was snapped up for only £77 from a Dutch seller. If you wanted the real 1:1 scale thing then that was available on eBay as well (well a replica anyway) and £30k would have secured this beauty if you check out listing 370238126999. Incidentally as an aside I am reliably informed that swapping the wheels on the Scalextric model to the silver wheels from a Pioneer Mustang (the Scalextric tyres fit the Pioneer rims) makes the Scalextric car look the "Dog's digits"!

Staying on the DOH theme for a minute there was a sealed old stock Ideal (TCR) slot racing set containing the General Lee and Roscoe's Police car listed on UK eBay from a big HO seller at £149.99 BIN price that found no buyers (270623074049). One DJ Auction buyer, I presume maybe trying to cash in on their Brooklands purchases, had several auctions of their artwork proof lots they had bought at Brooklands, on eBay individually within a week of their purchase. Not all the artwork was listed so maybe the seller had taken out the just the ones they wanted, but it seemingly was not a profitable exercise taking into account commissions, as groups of six that had sold for £40 to £45 plus commission did not sell or only attracted a single bid for the opening price £9.99. Continuing the auction comparison theme but this time showing price similarity was DJ Auction lot 136, a nice boxed Spanish lap counter ref 3268/A268 that made £25 and a similar example had made £24 on eBay a couple of weeks previously from an Austrian seller which showed the estimate of £40 to £60 had perhaps been a bit optimistic in the current climate. Staying on the Brooklands theme and

for those of you who like their statistics I was surprised to see that in the 24 hours of “Brooklands Sunday” there was only £7,572 worth of slot sales on UK eBay by my calculations. This is considerably less (about a third) than seen on “Donnington Sunday” earlier this year and shows the lack of higher priced items and volume of sales currently. Were all the eBay buyers spending at Brooklands I wonder?

### **Minis again!**

The plethora of special Minis being sold particularly from one seller as reported last month continued into August and included half a dozen of each of the NSCC minis this month. How many does the seller have I wonder? Prices were generally in the range £35 to £50 each, though one pair together did make £119. Several Range Presentation minis were listed as well again from that same seller making £125+ but another seller was less fortunate making only £84 on a Thursday night for their example. A Hamleys’ red mini from another seller that was termed a shop display car made £82 which was a bit of a result considering it looked like one of a pair that had been bought for £50 at the Brooklands auction.

### **Catalogues**

There seems to be a bit of interest in catalogues again this month with a very nice First Edition Airfix catalogue making £32 on a Monday night. Other notable prices were for Scalextric catalogues with a 4<sup>th</sup> edition making £32.90, 2<sup>nd</sup> £38, 10<sup>th</sup> £20.01, 11<sup>th</sup> £31.33 (not bad for a shed find!) and 13<sup>th</sup> £25.25 at various times during the month. For those of you on a tighter budget but wanting to look at the earlier catalogues there is one seller that has been selling a DVD with most of the first 45 catalogues scanned plus others for £9.99 BIN if you search on “DVD” in the catalogue section. I have not seen the quality of this product myself, so no complaints to me if you go that route!

### **Funnies**

A couple of items from one seller that caught my

eye this month were a banana car and tank. According to the seller the banana car was a model banana with wheels attached and made to wind up the fellas at the local slot car club who were getting a bit serious. Serious racing? Who has heard of that? However at £5.50 the sale price was not serious either, but at least the tank made £8.01.

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day. Jouef Coupe renault 5 elf Gordini unused box set rare £100 (BIN on Tuesday afternoon. As new set with seal only part broken. 320567379309)

MG Vanquish Lotus 72 £46.12 (Brooke Bond blue car listed as new but “test use” if you read the smallprint!)

Collection of Scalextric / SCX Tyrrell Ford F1 Cars £252.52 (12 cars mainly Scalextric but included SCX LE 6 wheel P34 and LE 001 in early hours Monday morning following Brooklands event 230505360171)

JIM HALL CHAPARRAL 2C 1/24 1965 NASSAU TROPHY RARE KIT \$40.99 (New 1/24 Japanese ARII KIT No.11123-1200 on US eBay but shown in UK as well from Japanese seller on Monday morning 120603269829)

PIONEER BLACK BULLITT MUSTANG - EXTREMELY RARE MODEL £265 (Sunday night 400140250405)

MONOGRAM FERRARI 250 GTO/LM SLOT CAR MANUAL SCALEXTRIC £3.90 (4 page 60’s black and white instruction manual on Thursday night 140438492593)

Scalextric Vintage Stickers Sheets - Flags/Pit & Car No £12.75 (1 flag and car number sheet and 2 flag only sheets on Wednesday night 230510568465)

OLD SHIMIZU JAPAN “LOTUS 38 ’66” RACER 1/24 RTR \$171.50 (Lovely red car from Japanese seller with listing showing on UK eBay 170526080682)

Scalextric Lotus/Eagle limited edition box set £112 (Saturday afternoon)

VINTAGE TRI-ANG SCALEXTRIC SET 40 , LOTUS & COOPER CARS £23.99 (Blow set in nice condition but £17 p&p on





Thursday night 320579173976)

Scalextric/VIP R80 Ferrari Dino yellow Mega rare L@@@K £157 (Boxed example on Sunday night 250687398036)

VINTAGE PLAYCRAFT HIGHWAYS CHEVROLET IMPALA BXD RARE HO £797 (Yes over £800 with p&p. Red and blue example in good condition on Sunday afternoon 280552242061)

SCALEXTRIC TRIANG 1960S YELLOW DOT UNMARKED ORIG BOX £18.25 (Empty box with no car information on Friday night)

Meccano Bayko Hornby Circuit 24 Slot Cars Catalogue £5 (BIN Early Thursday morning 200490359267)

VIP VICTORY INDUSTRIES SLOT CAR VIPER GAZETTE NUMBER 1 £13.20 (4 page bulletin in poor condition on Monday night 140437217894)

Scalextric/MRRC NSCC 88 club car mint with decal sheet £85 (Sunday night)

SCALEXTRIC MEXICAN FERRARI SHARKNOSE EXIN MEX MEXICO £250 (Green unboxed example made in Mexico sold to single bidder on Thursday night. 140442756431)

Scalextric 007 Original James Bond Slot Car set, 1967 £1760 (Excellent box set and cars from Italian seller on UK eBay on Wednesday night with £118 p&p as packed in purpose built wooden box for shipping 250672074066)

DODGE VIPER BY FLY £10.25 (unboxed new UK LE “69” model on Sunday morning)

Scalextric A233 Entrance Building MIB £79 (Sunday night)

Vintage Scalextric C74 Austin Healey 3000 Slot Car £69.56 (Lovely green example but no rear bumper on Sunday night 160471838492)

VINTAGE TRIANG JUMP JOCKEY SCALEXTRIC ERA HORSE ETC BXD £32 (Boxed accessory in unused condition on during the Belgium Grand Prix 270625347702) ■