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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Bits and Pieces

Firstly, this month I bring you some news on the forthcoming NSCC/ Hornby weekend planned for 26th and 27th November. All places are now filled and if you applied you should by now have been contacted by me, via email or the old fashioned phone with the news of your attendance and of course the required payment options. If you applied and have not been contacted please can you contact me as soon as possible, details are below.

Next thank you to all those members who applied for review cars, the cars available have been allocated on a first come first served basis and those reviewers have been contacted accordingly. For all the other members who applied you are on a list and as I get some more review cars I will send them out to you, so don't worry you have not been forgotten!

Moving on then, for those that attended the recent Northern swapmeet, on behalf of the Club a big thank you for making the effort. Also thanks to the helpers, dealers and traders who were in attendance for your support and effort. I hope you were rewarded sufficiently? Given that it was a venture into the unknown for us the Committee, I feel it went well and as a new event a success, so hopefully we will repeat it in the future. A special thank you must go to our very own Chairman who did a lot of work organising the event and sorting out all the details, so well done to Andy C.

Of course we did a Limited Edition (72 No.) Scalextric Ferrari for the event and many of these were sold on the day to attendees, we do however have a very limited number remaining for sale to Club members who could not attend (as a result of their geographic location) at £45 plus postage. If you are interested in purchasing one please let either myself or Shaun Bennett know (treasurer@nsc.co.uk) as soon as possible. I'm afraid it's only one per member (no duplicate applications please!), we have a list of those sold already, so that the relevant Limited Edition certificate can be issued direct to the member who purchased the car, members who purchase now will receive the certificate with their car.

So until next month.

Jeremy



MESSAGES

FROM MARGATE



email: factory@nscc.co.uk

By Peter Simpson

As an avid reader of Roger Gillham's authoritative Scalextric books, I long for the day when I find an undiscovered gem that has yet to be catalogued. Well, the Drift set that I illustrated in the last Messages could have been just such a set. Alas, it was not to be: the picture shown on Amazon was the pre-release artwork and was not used on any sets prior to the additional wording being added. Don't be too disappointed if you can't find this example – but there's every reason to be ecstatic if you do! However, whilst on Amazon, check out Roger's latest book, "British Toy Boats – 1920 Onwards", with its obvious link to Scalextric it will be an ideal companion to his other volumes.

Is there anyone that doesn't associate June with Le Mans? (I'll excuse anyone that was born in 1923, 1956 or 1968) Surely, even rally fans know that their sport lines up in second place to this great event! After Peugeot's success at La Sarthe in 2009, great expectations were held by fans for a repeat performance in 2010. However, Le Mans results are never to be taken for granted. Even the most ardent Audi fan must have been touched by the disappointment in the



Peugeot garages as one after another the splendid machines were parked and the roller shutters lowered: the traditional way of signifying retirement at Le Mans. Despite setting the four fastest qualifying times the cars failed to convert their single lap performances into a race finish. It began a mere 2 hours into the race when car number 3 was forced to retire when a broken hub led to suspension failure. Then early on Sunday morning the number 2 car suffered engine failure which was followed a similar failure during the last hour of the number 1 car. All hopes were then focused on the privateer car of Hugues de Chaunac's Team Oreca, Matmut sponsored car. Whether it was the forced speed of the Audis that was just too much for French engineering we will never know, but alas, the privateer team seemed to follow the works examples. Exactly what caused the demise will never be certain, or at least publicised, but the efficiency of the German team has certainly provided some creditable results in the last decade. Full marks must go to Scalextric for producing a superb model of this colourful example, representing all that is great about Le Mans cars. C3195 should be in the shops very ➡➡



soon. This new livery is definitely one for any Le Mans collection – it is a perfect companion to the works cars and represents one of the few privateer examples.

Margate Visit

With the arrival of summer, I was keen to return to Margate, expectant that there would be plenty of new items to be seen. Karen took advantage of the trip to spend a couple of hours with her Australian-resident brother in the visitor centre. As he's a few years younger it was interesting to compare his focus of interest with mine, even if he was drawn to the trains! Whilst mentioning the Visitor Centre, further work has been conducted to expand the attraction with the addition of a very comfortable cafeteria.



This complements the centre nicely and provides an opportunity to sit quietly and peruse the catalogue prior to taking advantage of the discount offered to Scalextric Club members.



Don't forget to look at the posters as they illustrate some fascinating subjects covering many aspects of travel.

With the release of Cars2 scheduled for 22nd July, by the time this Journal arrives many people will have seen the film and be eager for the merchandise! So good news from Scalextric - sets should be available! In May I listed the cars to be included in the various sets and now I can



confirm how good the first couple look. Indeed, rather than being a simple relivery of the existing HO DBR9, Nigel Greasley, G2137, gets a brand new moulding to accompany the new,





COT-styling of the revised Lightning McQueen, G2132. Indeed, the second car which I'd also anticipated as being a relivery of one of the Power Champion Le Mans cars, Shu Todoriki, G2136W, will be a new moulding as well. Although I haven't yet seen the model, for those that haven't succumbed to the movie, here's the Scalextric set scenery artwork. It's not that often that I get to race any of the cars at Margate as they are usually at the sign-off stage so are far too valuable to risk – or they don't have motors fitted anyway! This time, however, the Start versions of Lightning and Francesco were game for a run. Despite their short, stubby appearance, they were great fun to race: the Start track is slightly smoother than Sport so, even with magnets fitted, they could be drifted around corners. The match between track, downforce and tyre compound seems to be nicely balanced. I can also vouch for their resilience in surviving a metre leap onto the floor!

Jumping back to HO, the Hamilton and Button McLarens were also to be seen. When racing either HO, or even 1/32, it can often be



found that two cars can be made to squeeze through a chicane without the need for one to concede track position. This certainly won't be the case with these two: they push the envelope to the limit with barely a fag-paper's gap (please note that smoking can damage your health and is not condoned by use of this analogy) between even on a normal straight section of track. Trying to pass in a turn will probably result in tears – or squeals of laughter.

The McLaren Limited Edition twin-set is getting close to release with the special box design now being complete ready to accept the cars shown in June.

Another new set, a special for Argos, has been announced: The Italian Job, C1280. The best aspect of this set is that it contains real (OK, models), BMC Minis. The box art is nicely reminiscent of the film poster, subtly modified to show only two Minis as supplied in the set. With a generous 532cm of track to build to a figure of eight, this is certainly one to watch out for. ➡➡





Other cars at sign-off stage, and therefore not too far from release, were another Audi R8, a BMW and the two versions of the Corvette C6R. The latest iteration of the Audi R8 LMS GT3 is that of Team Rosberg, C3179, from the Nurburgring round of the 2009 ADAC GT Masters series as driven by Nicolas Armindo and Cesar Campanico. A good year for the team, they finished third in the FIA GT3 European teams championship with the two drivers finishing joint third. The livery on this one appears to be very accurate but shows that not all modern processes are infallible. It suffers from the full size design not quite translating to the smaller scale: with the area behind the window not quite as perfect as may be expected: there has to be a limit to which current



techniques can be expected to emulate the real scheme. However, this was only the prototype so it may be improved for production.

Another model at the final approval stage was the Scalextric sponsored BMW 320si, C3217. The bold livery looks nice and sharp over the white base so for lovers of modern circuit racing saloon cars this will be a worthwhile addition to the stable. Before I get inundated with letters and emails, yes, the final car will have a full complement of door mirrors. If anyone has a collection of Scalextric sponsored cars, this is a must. Maybe this would be a cheaper option than my Le Mans theme!

Next to come out of their boxes were the two versions of the Corvette C6R GT2. This is a new moulding for Scalextric and represents





the latest generation of these rumbling, fire-breathing V8 monsters. The only thing that comes close to the feeling when standing mere feet from the track edge at Maison Blanche as these machines wind up for the blast past the pits was the scream from the multiple-rotor Mazdas back in the 1980s. They may be opposite ends of the audio spectrum but they are two of the greats: the Astons and Porsche 956s were certainly fast, but neither can match the skeletal or cerebral vibrations from the C6R or the 757. Scalextric have chosen to keep to the latest version – GT2 rather than the GT1 of earlier years. The two versions represent the cars that ran in 2010, craftily releasing one as a Super Resistant version, C3185, to represent the number 4 car and the other as a High Detail

derivative, C3189, as the number 3 car. Unfortunately, these are not the Le Mans entries but those for the ALMS: maybe due to the less than glorious results at La Sarthe last year. As with the final range of Ferrari F430s, the interior and glass can be swapped between the two bodies so either SR or HD versions of each can be achieved by a simple interchange of parts. The only catch is the windscreen sun-strip – a minor change of decoration would be required to make the conversion perfect: one of the HD versions would require a black decal so not such a difficult proposition for the pedant. ➡➡





For the collectors, here's a sneak preview of the second version of the James Bond Aston Martin DB5. The sceptics may avoid this one, and the third example due next year, but it will doubtless be a superb model, nicely packed and a little piece of Scalextric history. Just think, 25 years' time: a) I've got the complete set or b) Doh!, I could have had the whole set for less than £200.

Scalextric World Championship

This year's championship is now underway – globally! The plan is for the Digital Platinum set's layout to be available for anyone to set a race time: you even get to choose your favourite car. Nice simple format – fastest time set during the year wins! In order to gain an unfair advantage, simply obtain (as in buy for £500) the set, C1276, and practice! The fastest times for each event are published on the Scalextric website so even the target time for the 10-lap race is known. So, visit the Scalextric website and get along to an event. Oops, silly me – the set isn't actually available just yet.

Scalextric4Schools

This year's Scalextric4Schools competition has come and gone in a flash. Unfortunately, due to the timing of the competition, none of the rounds were coincident with an NSCC event. This is a shame as anyone that witnessed the final round which took place at Donington in 2010 should have been impressed by the



ingenuity and motivation of the youngsters. The photos included here, courtesy of Tim Brotherhood, scheme coordinator, show the continuing improvement in design – certainly the body shapes have progressed from those of last year: see the August 2010 Journal for the previous report. Alternatively, visit the Scalextric website for a comprehensive report of this year's events. Be inspired – encourage your children's schools to participate.



So, after a few months of waving at Mr. Posty as he passed us by I can now expect to watch him stagger up the drive with all the latest goodies. I think I may have forgotten to tell Karen that, in order to write this report, I was expected to buy every model that came out! Till next month, or end-Q3 as we catalogue buffs call it, back to the track. ■



The weather was kind for the weekend of the Silverstone Classic event which I personally enjoyed very much. 860 E-Types on the circuit was quite a spectacle! It was good to meet up with some fellow slot car enthusiasts during the event which also provided an opportunity for me to add the Scalextric MGB to my collection. I also bought a copy of "The Racing Driver" by the late Denis Jenkinson. The book is in good condition but I initially failed to notice the name of a former owner on an inside page, my slight annoyance at this quickly changed when I realised the person concerned was the late Jeff Uren.

As promised in this column last month we have news of a special and rather unexpected, Limited Edition Ferrari 250LM from Fly.

Terry Smith from Gaugemaster says that this car caught them out as it was virtually unannounced and arrived with the Lotus 78 (F27101) in early July. Courtesy of Terry, we have pictures of both models, which have been oversubscribed as far as trade orders are concerned. The Limited Edition model is a Ferrari 250LM from the Sebring 12 hour race in 1965 and is modelled on the car as entered by Mecom Racing as the Zerex Special and driven by Mark Donohue and Walt Hansgen. The model (FSF02301) is nicely finished in blue and carries race number 29. It has a sidewinder motor and a magnet but no working lights. The car started 9th on the grid but only finished in eleventh place, 13 laps behind the winner. The





model will sit well with the green David Piper car (FSF02104) which finished third in the same race and which we have reviewed recently.

It seems that FlySlot can only release Ferraris as long as they don't call them Ferraris and there is no prancing horse image anywhere on the bodywork, which is why we now only see privately entered cars modelled. Only factory cars were allowed to carry the emblem on its flanks back then. We never do know how many of each model Fly make, but Gaugemaster were only able to secure 90 of these Limited Editions for the UK. So by the time you read this, if you have not got one, it may be too late.

We have mentioned the Lotus 78 in previous editions of this column but it is good to see that the actual, very detailed, model has now arrived as there seemed some uncertainty earlier on this year. I have however seen some criticism of this model on certain websites regarding the angle of the drivers' helmet – it does appear in some pictures to be facing upwards and some critics say it is too big and even the wrong colour. Criticism is also levelled at the lack of the



Goodyear name on the tyres. I would expect the much awaited model to sell well irrespective of this.



More news next month – September – it hardly seems possible how quickly the year is passing. ■





As promised last month I have finally managed to finish off my AA Bodies and Penelope Pitlane kits outstanding from last time. Starting with Dave's robust AA Bodies shells I have completed the 1954 Connaught ALSR choosing to do the #3 car of Ken McAlpine that finished 3rd in the 1955 Goodwood International meeting, next is the 1959 OSCA FS372 depicted as the #7 car Stirling Moss drove in the 2009 Silverstone Classic meeting and finally the third car which Dave insists isn't the Maserati Tipo 63 but an earlier type although to me it looks like the Tipo 63 and I've chosen to do mine as the #7 Briggs Cunningham entered Thompson / Pabst car

that finished 4th at Le Mans in 1961. The keen eyed readers will spot that this car isn't quite finished as I haven't sourced suitable bits to make the exhausts from yet.

The Penelope Pitlane cars completed include the 1926 Higham Special more affectionately known as "Babs" This 27 litre Liberty Aero engine monster began life as Count Zborowski's Chitty Bang Bang 4 and was purchased uncompleted from the estate following the Count's untimely death in 1924 by welsh engineer John Parry-Thomas. Parry-Thomas raced the car at Brooklands and set a World land Speed Record of 171.02 M.P.H. in April 1926. Sadly in an attempt to regain the



AA Bodies Connaught, OSCA and Maserati



Penelope Pitlane 1926 Higham Special "Babs"

WLSR at Pendine sands, Wales on March 3rd 1927 a mechanical failure resulted in the right hand drive chain snapping and virtually decapitating the unfortunate Parry-Thomas. "Babs" was buried in the sands where she came to rest until being exhumed by Owen Wyn Owen over 40 years later and restored to full running order. The kit is built as the long exhaust Brooklands version with full chain covers utilising PP chassis wheels and tyres.

The next car is the Bill Grigg mastered 1964 Ferrari 1512 depicted as John Surtees #2 works entered machine that retired from the Dutch Grand Prix at Zandvoort, although the supplied decals allow for a number of Surtees or Bandini versions including the white and blue N.A.R.T. entered cars. Bill Grigg also mastered the 1952/3 Ferrari 500 for PP and is depicted by me as the #10 car which the legendary Alberto Ascari drove to victory at Spa, alongside this is my take on Steve's 1954 Maserati 250F with my own



Penelope Pitlane 1964 Ferrari 1512 by Bill Grigg



Penelope Pitlane 1952 Ferrari 500 by Bill Grigg and 1954 Maserati 250F

custom made decals to produce Prince Bira's #46 white mouse racing version in the colours of SIAM. All three cars use PP chassis, tyres wheels and inserts to suit.

The last of the Penelope Pitlane cars this month is my take on the Chevy Legends 37 sedan done in a Pirates of the Caribbean livery the sedan version uses the same PP chassis wheels and inserts as the earlier coupe version released by Steve and unpainted weight is identical allowing for a great one make – two varieties race series. The real Legends series is highly popular and a multitude of real race liveries are available to reproduce or like me you can make up your own.

Other news is that Chris at Proto-Slot is



Penelope Pitlane Legends 37 Chevy Sedan



Ostorero 1985 Ferrari 156/85 Canadian GP Winner

soon to release a Chaparral MK1 kit, GMC/MMK are now producing their own range of parts including chassis, dual axis motors, axles guides and gears and MMK are due to release a 1950s Team Gordini transporter and trailer along with a bonnet opening / engine detail version of Nuvolari's 1937 Le Mans Alfa Romeo, while the latest Osterero release is now

here this being the #27 Michele Alboreto's Ferrari 156/85T which won the 1985 Canadian Grand Prix.

Pendle Slot Racing have two new kits these being the Mazda MX5 MK1 in hard top version and the 1963 Rover BRM turbine car that ran as an experimental entry at Le Mans in the hands of Graham Hill and Richie Ginther.

My good friend Milan at MTR32 has two ➡➡



Choc-Ice's Dodge Monaco Police cars, Roscoe and the Blues Mobile

new cars out the first is the PRC Ford currently in a custom MTR32 livery and the second is the #31 Chevrolet Corvette Z06 Marsh Racing entry from 2011 in red and white Whelen livery driven by Curran / Whelen.

As reported last time Choc-Ice from Slot Forum has now released his 1977 Dodge Monaco Police Cruiser, and I have completed two one as the Roscoe P. Coltrane Sheriff's car from the Dukes of Hazzard using Gareth's supplied decals, while I have custom made my own decals to do the beaten up ex mount prospect police car made famous by Jake and Elwood in the Blues Brothers. Gareth has just had the interiors complete with a Roscoe head but due to deadline pressures mine are done with a plain black Lexan interior – I will show you the pair with the proper interiors next time. The Dodge is available in either body kit form or can be purchased complete with Gareth's amazing CAD designed working suspension chassis, Gareth can be contacted by sending him a message via Slotforum if you want one yourself.

On to RTR models and MRRC have two new Porsche 910s a #8 white and #24 silver car along with lots of new spares including Porsche body kits, driver figures, body accessories, guides,

wheel inserts and tyres. Top Slot have two new versions of their Pegaso cars range in the form of a Z102 Spyder and Z102 Berlinetta, while Auto Art have a new BMW M3 E30 depicting Johnny Cecotto's 1991 Warsteiner sponsored car. MSC have two new versions of the Metro 6R4 in the guise of the #10 Tony Pond / Rob Arthur and #13 Malcolm Wilson / Nigel Harris Computer vision sponsored cars from the 1985 RAC rally and the first Subaru is here depicting the #3 Colin McRae / Nicky Grist 1997 Monte Carlo entry. Revell has a new livery for the Trabant with a green #109 car of G Eigendorf and a VW fun cup car as the #270 yellow M&M's car. NSR have a white unpainted Porsche 997GT kit, along with the JDK sponsored #45 Mosler MT900R that finished 3rd at Zolder in 2008 and the #3 Corvette C6R GT2 machine of Magnussen / O'Connell / Garcia that qualified and finished 15th at the Sebring 12 hours in 2010. In 1/24th scales Scale Auto have released their plain white kit of the Jaguar XKR-RSR GT2.

Last but not least Slot Track Scenics have now added some superb tents to their range so you can reproduce that genuine Le Mans camping experience on your home tracks, well apart from the mud and rain that is! ■



NSR Corvette C6R GT2 Sebring 2010

Champion Motor Racing By Playcraft Toys Limited

By Kevin Owens

Playcraft Toys Ltd. were established in 1953 by the precision toy die-cast firm Mettoy (est.1933) to research, develop and push forward sales of new die-cast and plastic products across the rapidly expanding post war toy industry.

Success came about during 1956 with the release of the first Corgi cars. Sales were so great that the company was soon to be one of the top firms in the toy market.

Playcraft were constantly looking for new markets to tap into. As model car and railroad systems were the top selling toys during the early 1960s they linked up with Jouef in a deal which would see Playcraft distribute the French firms railway and slotcar systems in the UK. Originally known as Egger in Germany and then Record 64 in France, Playcraft were to market this slot system as Champion Motor Racing.

The nominal scale was 1/40. This was ideal for Playcraft toys, as they were able to market the product in conjunction with both their Corgi die-cast cars and also the plastic Corgi Silverstone Series building kits and figures (at 1/43 scale).



Initially only three sets and nine cars were offered, Set A was a small oval, Set B was a small figure of 8 whilst set C was a larger figure of 8 (set B and C could be combined for four lane racing). During 1967 a Lap Recorder Set, a Rocking Road Set and a huge GT Racing Set were released.

Initial cars were the Mercedes 300SL Sports, Mercedes 300SL Hardtop, Ferrari 250GTO, Ferrari F1 and plated version, BRM F1 and plated version, Jaguar E Type and Jaguar E Type Hardtop version. The Lotus F1 (yellow stripe on Champion version) followed shortly⇒





afterwards in 1965. The last two were released in 1967, the Ford GT40 and Porsche 904 GT- these were the first releases not to have “Jouef for Playcraft” stamped on the chassis. At nineteen shillings and eleven pence individual cars were not cheap to buy (twenty one shillings for a plated car). They were however very well engineered.

Each car boasted the most delightful track-rod steering system you will ever see on a slot car. The wheels were a beautiful chrome wire effect. Tyres were ribbed with Champion Playcraft stamped on the side walls.

For optimum conductivity each model had spring loaded pick-up shoes which were fully adjustable, up and downwards. There was no



wire assembly on the small open frame motor, which meant no messy soldering anywhere and this meant easier maintenance.

For smoother running the cars had nylon contrate and pinion gears which required no lubrication.

The Champion track system was quite basic only allowing for four lane racing with standard crossovers, chicane and 2 lap-counters also being available. However, later on extra play value was added to the range with a bridge, leap of death and a rocking road.

The track pieces were rather brittle and were held together with spring loaded clips





which tended to snap after only little use. Surprisingly this was not to be remedied by Jouef until 1977!

Although Champion never reached the sales Scalextric achieved in the UK during 1964-1968, it still did do very well for it's parent company. Afterwards the Jouef brand of slot cars continued to be one of the top sellers in continental Europe until 1980, releasing some very nice models along the way! Jouef slot cars also continued to be imported to the UK during this time, but sales were minimal. It is unclear whether the Champion brand (Playcraft Railways by Jouef disappeared the same time) ceased production after 1968 because of the rapid decline in slot car sales, or was simply due to the fact that a contract between (the now called) Mettoy Playcraft (Sales) Ltd. and Jouef had ended.

Champion's catalogue boasts that their cars can achieve a scale speeds of over 140mph! What that actually equates to I have no idea.

However, on my Champion/Jouef layout the little pea sized motor gives an impressive turn of speed and is very quiet indeed.

The small throttle gives ample control over the car. If you are a lone racer look out for the throttles with a dial, simply set the second car away at the desired speed and you can race yourself all day long! These cars are obviously pre "magnatraction" , but are so well balanced it is nigh on impossible to tip them over.

On inspecting the overall appearance of the car you can appreciate why they were a little bit on the expensive side when new as both the build quality and looks are beautiful. If you are buying any Champion slot car for the first time then you are in for a treat. However there are a couple of things to remember.

- 1) The tyres will invariably need changing. Excellent Ortmann replacements are available through RS Slotracing Tyres.
- 2) The performance on some motor⇒⇒





magnets (pre 1966 especially) have degraded over time. This will cause your car to run slow and hot. A simple and cheap fix is to get a specialist model railway dealer to zap them.

3) Jouef originally advised never to oil the bearings. However, I don't think they realised the longevity of their models! It is advisable to oil them using only the tiniest amount.

4) Clean the motor contact strip with sandpaper to remove any deposits.

5) If you want to set up a small circuit, do so on a board. The track does not perform well on carpet and is so brittle it should be set up safe from harms way.

I received my first car track in 1968. It was the Champion Motor Racing GT set. The two cars were the Ford GT40 and Porsche 904GT.

Forty three years on and both cars continue to give sterling service, which is good testament to the build quality of these beautiful little models. The catalogue said "You Can't Beat Champion!" And after all this time I'd have to agree. ■





August is traditionally a time for summer vacation – especially in Ninco’s home country of Spain. Although there is no new release news for this month, plans are underway for the Ninco World Cup 2011 which will take place almost as soon as the summer holidays are over.

Ninco World Cup 2011 – Team UK

Good luck to Team UK recently appointed to represent Britain in this year’s Ninco World Cup event scheduled to get underway on the 9th September with qualifying for both classes; 1/32nd scale Ninco-S and 1/28th scale XLOT.

Three racers, Matt Brice, Julian Edwards and Keith Farr will compete under the experience and guidance of NSCC member Graeme Thoburn who will assume the role of team manager. Travelling within the nation (*let alone to another country*) is not without expense so a massive “thanks” to slot car enthusiast John Darby who will be contributing to the cost through sponsorship from Darmech, his full-size car garage in the South West! As well as having an excellent reputation for customer service, Darmech are also one of the major sponsors for the World Indoor Rally Championship (*WIRC*) to be held in Dartmouth on 1st October this year.

Team UK will set out on their trip to Cassa de la Selva, Catalunya in the second week of September in time for Friday’s qualifying. The main races on Saturday 10th September are sure to be hotly contested as every year produces some excellent on-track battles that demonstrate no matter where you are in the running order it’s always a close-fought battle for position.

If anyone else is in the area beyond the end

of our traditional summer break, you will be very welcome to watch and cheer on the teams at the town’s main sports hall. The circuit once again promises to be a multi-lane spectacular layout and the hospitality of the locals and organisers will not disappoint!

Limited Edition NWC 2011 Car



To commemorate the event, Ninco are to produce a Limited Edition car with a unique NWC livery. This year they have chosen the XLOT BMW E30 M3 as the souvenir model which will be awarded to all participating drivers as well as being made available for purchase through normal Ninco outlets.

This will be a particularly special model as it will be the first Special Edition XLOT car Ninco have released and is also nominated as the mandatory race car for the XLOT category in this year’s World Cup. The model is a striking yellow and black livery featuring the NWC logo and number “11” representing the year. The chassis will be the plastic “Flex” option and preliminary pictures show the car to be mounted on a special orange XLOT base.

More information on the Ninco World Cup can be found at <http://nincoworldcup.blogspot.com>. ■

This month sees the release of a brand new car for Slot.It the Toyota 88c.

The model reference CA19a is based on the #98 All American Racing entry at Daytona in 1989 driven by Chris Cord, Drake Olson and Steve Bren, where it qualified 13th but was forced to retire after 180 laps with cooling problems.



CA19a All American Racing Toyota 88c

This Aluminium Monocoque / Kevlar bodied car prepared by Dan Gurney's team was built for the IMSA GTP championship and the 680 bhp. 2.1 litre 4 cylinder turbo engine went on to power later Eagle MKIII's to the 1992 and 1993 IMSA series titles and wins at Sebring and Daytona.



Toyota front view

The models mainly white, black and red livery has been reproduced by Slot.It to their usual high standards with seven different tampon printed colours and high quality sharpness making it very accurate to the original car. Details as ever include mirrors, wiper, lights, vents, filler caps and towing points, with the usual high standard cockpit complete with Chris Cord at the wheel. In terms of chassis and running gear it is fairly similar to the earlier Slot.It cars and in standard form power is provided by an in-line 21.5K motor, with 9:28 pinion/crown gear ratio. The front axle is height adjustable as normal and a standard magnet is installed. Wheels are alloys at the rear with tampon printed tyres all round and correct five spoke AAR inserts at the front and rear. Length is 148mm, height 31mm, wheelbase 84mm and track 62mm with standard weight at just 70g. As ever the model can be upgraded to angle-winder, side-winder, boxer, Flat6, working lights, magnetic suspension, and of course SSD/Oxygen compatibility.

In track testing on the Wolves International Track the new Toyota seemed quick straight out of the box with my best lap coming in at 8.7 seconds without even truing or gluing the tyres, the car feels very well planted and I had plenty



Toyota side view

of confidence to get the power on early out of the turns as the Toyota is marginally shorter, and lighter than the previous Slot.It Group C / IMSA this could explain its better performance in standard trim, I ran it alongside the latest Slot.It McLaren in standard form and the Toyota was nearly ½ a second a lap quicker and felt far less nervous to drive – I really like it. Once it becomes eligible for the SIC in a couple of weeks time I would expect to see some race modified ones performing well in the hands of the experts. Slot.It have already released spares for the new Toyota with an angle winder Evo6 chassis, tear proof parts, wheel inserts and transparent parts already available.

The second new release is as I have mentioned the latest livery of the McLaren FIGTR reference number CA10e. This is the red, yellow and white #40 car sponsored by EMI and driven by Auberlen / O'Rourke / Sugden to 4th place at Le Mans in 1998. Having qualified only 24th the trio drove consistently to complete 343 laps at the end of the race just 8 laps behind the winning Porsche 911 GT1-98.

In terms of livery the colour scheme is very striking with eight tampos printed colours and numerous detail parts bringing a high level of realism to the car, one minor criticism with my



McLaren top view

one was a touch of rub off on one of the wheel spokes which have been tampos painted yellow over red plastic. Chassis and running gear are identical to the previous McLaren release and performance on the Wolves track was somewhat muted in my hands compared to the new Toyota 88c, at 9.1 seconds although this was quicker than the latest NSR Corvette I was testing which only managed 9.2 seconds. Overall length of the McLaren is 149mm, height 32mm, wheel base 83mm and weight is 76g in standard form. As ever the McLaren is fully compatible with the extensive range of Slot.It upgrade and tune up options.

Just before going to press Slot.It have announced the release of the CW09 Limited⇒⇒



McLaren FIGTR Le Mans 1998



McLaren front view

Edition Le Mans winners series 1969 Gulf GT40 #6 of Ickx / Oliver, hopefully I can bring you a full review of this in the next Forza Slot.It.

Some additional new tune up parts are available this month with SP25 10g tungsten ballast putty, SP24 Tungsten ballast circles (6 x 0.58g) and SP23 2.5g magnet shaped tungsten ballast weights, GA1626 26 tooth light crown

gear, GA1630 30 tooth light crown gear and a selection of 15.8 x 8 and 15.8 x 10 lightweight alloy hubs with double shoulders.

Finally the third round of the 2011 UK Slot.It challenge took place at the GT Raceway with Julian Edwards (Mosley) taking his second win of the series on GT Raceways Ninco track. Reigning champion Shaun Mitchell (North Staffs) finished 2nd, Jack Thoburn (Pendle) 3rd, Simon Scott (Pinewood) 4th, Lewis Gough (Wolves) 5th and Lee Andrews (Slotmaniacs) 6th. Shaun's title defence is still on track as he heads the table on 147 points from Lewis on 132, Lee on 132, and James Lymer (North Staffs) and Jack tied for fourth on 127 points. The juniors saw another victory for Lewis Anthony (Wolves) from Ben Clements (Wye Valley) and Archie Davis (Pinewood). This gives young Lewis a big lead in the series with 59 points, Archie 2nd on 37 and Harry Smales 3rd on 20. Catch the fourth round of the SIC at Hereford on Saturday 6th and Sunday 7th August.

That's all we have time for this month so till next time keep on Slotting It. ■

Constructing a Pit Wall and Timing Tents - Part One

By John Penfold

In the modern age of digital tracks and indeed some analogue circuits realism is sought by many when constructing their scenery for a permanent layout. Because of the advances in technology and the increasing use of digital track many modern layouts have a pit area, which is also desirable for both the current Scalextric pit stop game and also the aftermarket modified 6-car power base which makes refuelling etc. so somewhere is needed to stop your car other than the on the main track.

Part of the pit lane is of course the pit wall and with that the timing tents, but of course no current manufacturer readily provides these accessories. Fly did produce a variety of pit wall sections, timing tent and marshal station but this was discontinued some time ago, and although they do occasionally appear on eBay every now and then, they either sell for considerable amounts or are not in the quantities needed to create a realistic length of pitwall.

I know Slot Track Scenics are considering adding to their already great range of products with a new pit wall, which no doubt will be

superb, but as I am keen to try to finish the scenic element of my own layout I felt I could wait no longer and so must attempt to build my own.

As I had already commenced some of the scenic aspects of the layout in order to get the track up and running and get some of the buildings sorted out, I had an area designated for the pit wall and in my own mind a design of what I wanted to achieve. This was further expanded by consulting the internet for pictures of not only real pit walls but also other people's attempts at them.

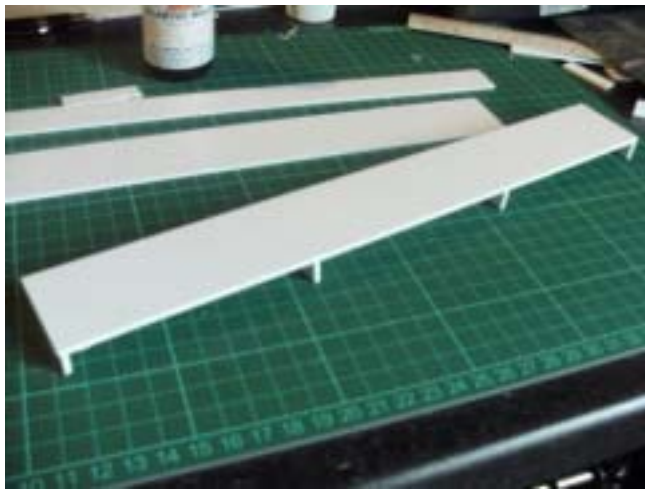
After all the research I had settled on using Plastruct (I still had some left over from my Transit van conversion) which is a modelling plastic card material available from model shops and of course the internet plus it is readily available and fairly cheap. The thicknesses I decided to use were 2mm and 0.5mm, which come two per pack in 2mm and four in a pack for the 0.5mm thickness. It is readily glued together using the proprietary contact adhesive available.



The basics required, a new knife blade also helps!



The pit wall parts are cut, after templating on paper



Assembly of the base with the struts shown below

To avoid wastage, I carefully plotted out on a piece of paper the same size of the plastruct my cutting schedule, or to the novice the shapes I was planning to cut, thus avoiding silly and therefore wasteful mistakes, and also ensuring I got the best use of the materials I had.

Firstly then the pit wall itself was constructed using the 2mm thick Plastruct, consisting of basically three lengths to form both walls and a base. The base and walls were further reinforced with some spacers below as can be seen in the photographs to provide rigidity and some strength for glueing using the plastic contact adhesive (better than Superglue this stuff!), plus with the 2mm thickness rigidity is good and once all glued and assembled felt pretty solid.



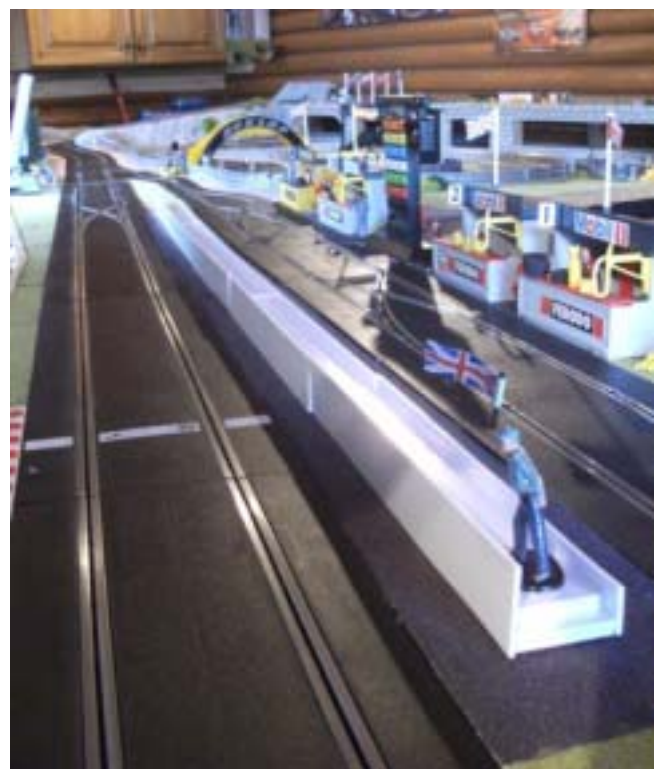
The side walls and bases with the steps shown



Pitwall sections completed and ready for priming

Overall the height of the pit walls, using a Scalextric marshal for scale were decided on at 35mm for the front wall and 20mm for the rear wall, with the base width being 40mm to allow the timing tent to be sited whilst allowing for the planned seats etc. to be fitted later.

The sections were made up and at each end slightly modified to incorporate a couple of steps for access for the team crews etc. ➡



General view of the pit wall, Scalextric marshal shows scale



Rear view of timing tent

Once all were assembled they all received a couple of coats of grey primer and a couple of top coats of grey spray paint to represent a concrete finish. This was as far as I was going, but the more serious scenic builder may well continue with further weathering or finishing to achieve an even more realistic look.

The timing tents were made in a similar manner, the shapes for the sides were chosen along with the desk/ screen arrangement, again all checked for scale using the trusty Scalextric marshal for comparison. Overall the width of each timing tent was 25mm wide and has a height of 65mm. The desk height was decided at 22mm and everything else cut and fitted to achieve the appearance I wanted (sloping screen area with a little horizontal desk area).



Front view of timing tent



Timing tents located on pit wall, showing overall appearance, pit wall has been painted

The timing tents were made out of the 0.5mm Plastruct, again the design was settled on based on images seen plus also to allow for suitable rigidity once completed. I settled for six of these based on the number of pits I had plus it allowed the required space between each tent for the crew and pit board man etc. to attend to the teams needs.

Again these were assembled and all received a couple of coats of primer ready to receive the final paint finishes at a later date after I have decided on computer screens, keyboards etc. to fit to the desk area.

So far total time taken then to construct the above was about three hours and as a novice myself I found the whole thing relatively easy to do, next time I hope to continue with the next stage being adding the detail etc. to the timing tents, final painting and of course the fencing, which I have to admit I purchased from Slot Track Scenics as their product is by far superior to anything I could make plus would save me a lot of time in the long run! ■

Departures Bishop Stortford.... Arrivals Stanstead International

By Roger Barker

One of the longest established swapmeet in the UK calendar, which has been so successfully run by Brian Walters for over twenty years is about to change hands. Before moving on it is only right that we acknowledge the contribution that Brian has made to the world of Scalextric and slot cars and to thank him for his time and effort down the years in organising and hosting the Bishop Stortford event. In respect of this, Brian will have a presence at the event for as long as he wishes to do so.

At the end of the spring event, Brian approached myself, Mark Scale and Steve Canon to see if we were prepared to carry on with an event at the Rhodes centre Bishop Stortford, this location is widely regarded as one of the nicest venues for holding a swapmeet in the UK.

Needless to say after a little negotiating a deal was done for us to take on this event. After several meetings and discussions between the three of us it was decided that we should look at the traditional format of swapmeets to bring something fresh and new to swapmeets to encourage prospective traders (however small) and potential customers back to live events.

The new Stansted International swapmeet now has several different table tariffs which will appeal to all potential traders, both big and perhaps more importantly the smaller trader also. The event is initiating FREE table space to those who only have a small amount to sell, this takes the shape of just 1 metre of table space. Those wishing to be a little more adventurous for just £15 can have a full 6' x 2' table, which they can back with a like-sized table. Traders wishing to have more than one table will pay just

£30 per extra table on top of the first table (for example, two full tables will cost £45, three tables would cost £70 etc.). This represents fantastic value and moreover makes swapmeets very affordable for all traders to attend.

Entry to the event for attendees is only £1 (under 16s free); there is no early entry for persons at the event prior to the doors opening other than for the trade. For anyone interested in attending this event or requiring further information, please contact me, Roger Barker on

I look forward to hearing from you or hopefully seeing you at the Stansted International swapmeet at the Rhodes Centre, Bishop Stortford on the 16th October 2011. ■



Ford Focus "Expert" (50577) By Peter Solari

For me, the first icon of successful rallying just has to be the Ford Escort MK2. During the seventies it continued the success that its predecessor had started, winning trophies galore. The decades passed, bringing further "MKs" and more rallying trophies for Ford until just before we entered a new millennium, the Escort name was retired. The natural successor became the Ford Focus and throughout the "noughties" Ford have continued successful rally campaigns with their Focus WRC car. So as the Fiesta begins to carry the torch in Ford's Motorsport, one of the final Focus rally liveries is captured by Ninco's "Expert" (50577) car.

Ninco have kept track of Ford's presence in rallying with a number of liveries and this latest one replicates the 2009 M-Sport "Team Expert" sponsored WRC car. The bonnet mounted rally badge reads "Rally of Great Britain 22-25 October 2009" and door badges clearly show "Rally GB" alongside the car number 6. With a roof printed "6" and rear side window stickers, the car is easily identified as that of Henning Solberg and co-driver Cato Menkerud during the GB round of the '09 championship.

The bright orange team livery was used on the Focus between 2007-2010 and would have been seen prior to this adorning the Peugeot WRC cars. This version has been given the 'raced' look with mud effect spattering the



wheels and lower bodywork. It really does create the impression of the car participating where dirt is thrown up as a consequence of bouncing through a damp forest stage. Closer inspection of the bodywork shows some fine tampo-printing peering from beneath the dirt effect. There are some really fine sponsor prints on the large black rear aerofoil; under a magnifying glass, the clarity of print is second to none. Detail continues inside the cabin with painted driver/co-driver figures and detailed printed pace notes commonly found in the firm grasp of all Ninco's rally co-drivers!

The body is easily parted from the chassis once the two fixing screws have been removed as there are no interlocking parts between them. For those that like a bit of 'body-rock', loosening of the screws will allow just that. The power-





plant in Ninco's WRC Focus is the trusty NC-5 Speeder motor fitted "in-line". This unit has been around for a few years now and has built a solid reputation of being a reliable motor offering an excellent combination of torque and top speed. Gearing is made up from a 9-tooth pinion and 24-tooth axle-mounted crown.

The chassis is designed to accommodate all-round ProShock suspension and belt driven, four-wheel drive. Independent suspension is a real advantage on these cars, especially on bumpy "Raid" surfaces. However, be warned that the 'rock' obstacles which can be used in conjunction with the Raid track system are too severe for plain rallying, lifting the front of the car too high for the sprung guide to maintain contact with the guide rails – *leave these for the Raid vehicles to negotiate with their drop-guide*. Four-wheel drive definitely assists getting over bumps and the flatter 'mud' obstacles with extra drive to the front wheels via the band linking rear and front axles helps overall traction when a wheel or two are lifted away from the track surface. The full-



size WRC Focus is also equipped with permanent four-wheel drive, powered from a turbocharged, 1998cc, 4-cylinder, 16-valve engine.

The ProShock suspension fitted to this model uses the "soft" red shock absorbers on the front and "hard" yellow shocks on the rear. The design allows for easy change of these which will influence the handling characteristics, especially when running without the centrally positioned button magnet.

Visually the model looks to be an accurate reproduction of the full scale car and the ➡





overall measurements support this (*actual*); Length 138mm (4362), Width 59mm (1800), Wheelbase 82mm (2640). For interest, the Ninco Focus weighs in at 96g - one of the heaviest in its class (*a full 7g more than the Peugeot 307!*). Running straight from the box, the car is very sure-footed. On short twisty rally stages, the extra weight does not appear to hamper its performance. The ProShock suspension makes light work of the lumps and bumps of the Raid track surface and even without the magnet the car remains composed and in my opinion drives better (*and marginally faster*) than the Subaru or

Mitsubishi. For this test however, it didn't match the lap-times of the well run-in Peugeot but it was always within reach, easily gaining ground should the competition slip-up on the unpredictable surface.

All in all, the Focus is a welcome addition to any rally stable and the muddy effect adds to the realism blending in superbly with any landscaped circuit. With the Fiesta being Ford's rally vehicle of choice for 2011 (*and possibly beyond?*), make the most of the Focus while it's still here! ■



Down Under Club Car

By Chris Poynter

As a new antipodean member of the NSCC in 2011, I am quite enjoying reading my monthly Christmas present. The quality of articles, the insights and the dry British humour are greatly appreciated. eBay Watch in particular is cause for deeper inspection and some merriment. It is also apparently was the cause of some confusion regarding the 2011 Scalextric Club Car with a run of 202 as reported in the July 2011 Journal. Although this did actually relate to the Hornby Visitors Centre car as clarified by Steve Langford in the same article.

As a long time member of the Australian Scalextric Racing and Collecting Club (ASRCC) with its corresponding Club Lines magazine, I am in a position to further add to the potential confusion, as not only has the Audi R8 been issued as the Scalextric Club car, the Dutch (SLN) Club car and the NSCC Ramsgate Weekend car as well as the aforementioned Visitor Centre Car but also the ASRCC Club is represented.

The year 2011 sees the 20th Anniversary of the ASRCC. From humble beginnings, we still remain somewhat humble, yet larger in number, and are grateful to club leaders and Hornby that the anniversary has been commemorated with the Audi R8 LMS, in a Limited Edition run of 202 reference C3235. It was meant to be a run of 200!

The livery of the car is equivalent to that of



all of the above cars – Team Phoenix Racing - suffice for a logo on the roof representing the ASRCC as shown in the photograph.

I fully anticipate that some will turn up on the market from speculators and that prospective buyers will bid considerably amounts for this limited car, so good luck in your bidding I say!

Once in a blue moon the 10th Anniversary TVR produced exclusively for the ASRCC, with the uniquely designed Australian livery appears on the market. Perhaps I should part with my MIB example?



Of course if you are a collector of all such rarities then a simple membership application may be all that is needed to secure one of these rare cars in the future for considerably less than you may pay on eBay or similar, so why not join our Club, we can be contacted at www.scalextricaustralia.com if you are interested. ■





This month's chat seems to be focused around swapmeets and I will start with the news that was hinted at last month in the calendar, Bishop Stortford Swapmeet will be running on Sunday 16th October 2011. However there is a big change as it is now under new management and they are offering a metre of free table space to encourage people to attend and return to the original spirit of swapmeets..... swapping !!!! I feel this really supports the same ethos with which the Club ran the recent Ossett Swapmeet focusing around getting collectors and racers to bring their surplus and trade, this has got to be good for all especially in a strained financial environment. Bishops Stortford was once one of the most dynamic events of the year and thanks is owed to Brian Walters who started and ran it for many years. I wish the new organisers every success and those wishing to book please contact Roger Barker on 07779 642235. There is more information on this in this month's Journal from Roger himself.

Review of Ossett Swapmeet

Saturday 16th July saw the first Northern Swapmeet run in many years and it appears to have been a success and your Club will continue to run this event. The venue provided a bright main hall, which was full to capacity with stands,

and included Circuits to Scale copper taped display track, which miraculously broke down and fitted into an estate car.....brilliant. Those attending as traders were greeted by two small helpers (willing child labour honestly your Worship) who offered drinks and then ran around delivering orders all day. There were good catering facilities providing home made cakes, egg banjo's, bacon butties, hot pork and stuffing baps and special orders on diet, Mrs. Chair and Trish worked like Trojans in the kitchen and signs of battle showed by late afternoon with some smeared mascara and looks off 'we must love you two to do this'. The atmosphere of the event was great, lots of local people attending and supporting but disappointingly not a ferret or whippet in sight, I was banned from bringing mine, as ferrets and catering apparently don't mix.

I came away from the event with a classic boxed pit stop track set for £10 (needs some cleaning), the new Scalextric MGB and Jim Clarke Lotus, the latter is a beautiful model and Gentleman Jim is my favourite F1 driver of all time. I also took home a pre production grey motorcycle and a Collectors Centre Black Subaru, now what made this special was a lot of these items were through swaps without any cash being involved..... for some reason this greatly pleased Mrs. C! I struggle to understand when there are events like this where you can see an item, check its condition, haggle, talk to other anoraks and not have to pay extortionate fees or postage why people don't make the extra effort to attend. If all of these temptations were not enough then the special Ferrari 308GTS with Club tampo was a real icing on the cake for the event and I can see that some have already exchanged hands at premium prices. Mentioned elsewhere in the Journal is the fact that there are a few cars left for members who genuinely could not attend, it really is a few and any member requesting one will need a good reason to be permitted to buy one, not "just well it would cost me £40 in petrol", each application will be dealt with on merit until the spare cars are gone.

We have already provisionally booked the hall for next year and once some popular motor



racing events are confirmed then we can set a firm date. Provisionally we are looking at the weekend of 14/15th July 2011 which is the last weekend before the school summer break, **SO PLEASE PUT THIS IN YOUR DIARIES NOW**, lets make Ossett even better for next year and make it a permanent fixture on the Slot calendar. We experimented this year by running event on a Saturday but would like your feedback as to whether we should run the event on the 'usual' Sunday. I like rummaging at car boot sales on Sundays and when possible taking the bike out for a blast (that's when I have one working!), however we will arrange what best suits for the majority of attendees.

Thank You to All

As this was a first event the support of members and traders has been very important and my thanks go out to all off the following, apologies to anyone missed;

Chris McGinn - The first person to book and what an interesting collection of bits and bobs he brought.

Mark Scale - Great selection of new and bargain items and someone who likes a good swap!

Bob Bott - Our faithful past Membership Secretary who always supports events but was still last to pack up and keeps the last 'past the post trophy'!

Derek Cooper - Fabulous selection of rare slot cars and special builds.

Phil Smith - Rare slot cars from around the world and supportive critic of event.

Steve Cannon - Very early supporter of Ossett..... he was busy dealing and haggling all day and forced me to part with lots of beer tokens for some odd pieces of plastic.

Roger Barker - A table brimming with Scalextric from bargain basement to the collectable.

Pendle Slot Racing - Very wide selection of racing items including MRRC.

Circuits to Scale - Provided the fabulous display circuit, which was hauled up from down south.

Slot Track Scenics - The most incredible array of trackside scenery, which has to be seen and admired.

⇒

Peter Stephenson - Great selection of used

Scalextric.

Geoff Hood - Northern member who has been staunch supporter of a Northern Swapmeet.

Jonathon Exley - Member who brought his personal surplus.

David Harkin - Long-term member and wizard of Scalextric knowledge.

Phil Underwood - Member who always supports events and had trains for sale!

Steve Langford - Our eBay correspondent who fought disasters at work and on the road to be there.

I would like to give a special thanks to resident northern member Martin Baines who undertook some great interaction with the media including a radio interview and getting press photographer to the event. There are also a team of Club supporters in the form of the WAG's (Wives and Girlfriends!), Sandi who relentlessly staffed the Club stand, Trish and Mrs. Chair who provided some of the best food I have had at a swapmeet.....no 'British Rail' sandwiches and a slice of coffee here.

Finally a thank you to all the other members of the Committee who attended, many of who travelled "up North" especially for this event to both support it and also to assist in setting up and clearing away at the end.

Now this article may be beginning to look like a 'Thank You Card' but in reality to run an event successfully you need a great team and I feel this event showed the NSCC has this with its members/traders.

Finally

There is a Committee meeting on Sunday 7th August so I hope to be able to report to you all upon this next month. Have a great August and let's hope it's a sunny one!



email: ebaywatch@nsccl.co.uk

This is getting a bit boring stating the same old thing in my introduction to the column but the fact is this month there were again two free listing weekends for the third month running. The number of listings shot up significantly early in the month as a result of the first free listing day, but the response to the latest free listing weekend has been more subdued at the time of writing, with only some 14,500 listings currently live on UK eBay. Perhaps things are slowing up as they often do in the school holidays, but as I have been so busy at work and not monitoring eBay so intently (at home I hasten to add not at work!), I can't really say.

I did have a quick look at the completed listings for the Sunday following the first free listing weekend of the month to gauge sales strength though. Over the 24 hour period 9.00am Sunday morning to 9.00am Monday morning approximately £30k of slot related items tempted buyers but perhaps more interestingly almost the same amount went unsold in this period, showing that buyers are being canny with their purchases I would say. I seem to recall the last time I did this little exercise sales were in the low £20k so I guess this sales figure is to be expected taking into account the extra number of listings. Why so much unsold you may ask? Well I have increasingly noticed the free listing day is being used by sellers to try their luck with some fancy prices and you can often see the same item cropping up again and again on these free listing days just waiting for the unsuspecting buyer to hit that bid button! If the busiest day is only generating that kind of sales figures you do wonder how all the thousands of excess cars, particularly SCX are going to be sold short term unless they are

priced very cheap. My tip this month is to make sure you check out the on-line shops of our major dealers before you hit that bid button then.

Lotus

Continuing the Lotus theme from last month prices seem to have settled at around the same levels as last month for the Scalextric recent releases though astoundingly I did see a sold sign against the red Gold Leaf car for £319.99. What did I say about unsuspecting buyers if indeed the sale was completed? (140581615479).

However it seems the new Flyslot JPS Lotus is the latest hot model and as a quick check of some dealer sites showed it to be sold out it could explain why at times the prices have climbed to around the £80 mark on eBay at the end of the month having started at around £45 level a couple of weeks earlier at launch. Indeed one was sold for £87 only days after launch (270779499035) but you could still pick up the model for less than £50 with a little bit of searching and patience at month end. On to other makes then and a NSCC Ninco Lotus went for a £70 best offer on a Sunday night and then only £51 on auction a week later. An Ostorero Lotus 79 Rebaque made a seemingly lowly £122, again on Sunday night (230646772416). Talking of new releases, the new Scalextric Alfa Romeo police car has finally hit the market and the first one I spotted went for £33 which is not bad for a car that I suspect will eventually prove difficult to get hold of. (250858908508).

NSCC

A red NSCC Alfa Romeo again failed to attract any bids at the starting price of £495. That⇒

car has been relisted a number of times now but buyers obviously think it is priced too high. One NSSC car attracting attention though was the Ferrari 308 released as part of the club Ossett swapmeet promotion and one example fetched £174.99 on Sunday night the weekend after the launch (270784051438), whilst another was snapped up at £75.95 two days after that swapmeet. Disappointingly perhaps a NSCC weekend Lamborghini from 1999 made only £102.10 on Sunday night but then this was the weekend when loads of the free listing day items were ending as well. (230646693459). A 1998 weekend blue Renault Mégane remained untouched at £300 starting price though. The early Club yellow Ninco Clio made a more healthy £150 early in the month though (230639266790).

Pioneer

Well it seems there are a few more Pioneer cars being listed again and if you are not worried about a box as you are going to race the car then you could pick up an “as new” car for less than £25 including postage. Some “J code” specials have surfaced this month on Sunday evenings with a Golden Bullitt Mustang car making the most money at £166 (400231578831), closely followed by the all blue Charger REF: J141210 at £151 (400229566365). Proving less popular were a silver Bullitt Mustang at £134.69 (400228544691) and a matt black Charger REF: J211210 at £129.75 (400229563621). To complete the specials a white “shotgun wedding” Charger attracted lots of bids but only just topped the £100 mark at £104.20 again on a Sunday night (400231035913).

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day. Scalextric RARE Takara QuattroX Nissan NISMO Z - QX01 £68.10 (The Japanese pit girl with these models are popular again this month it seems on Sunday night 300581071575) Scalextric C3119 Mercedes McLaren SLR SLN l/e m/b £33.01 (Sunday night bargain. Indeed it seems this version is unloved with more examples only just breaking the £40 barrier. 260826125567)

Scalextric Range Presentation 2001 Mercedes MB C2352 £45 (Sunday night 270784038780) SCALEXTRIC 2004 RANGE PRESENTATION FORD GT40 £129 (Sunday night 140580848446. Two minutes later the same model from a different seller made £147)

very rare BRM body shell, was never built into a car £102 (Sunday night sale of yellow body shell from sellers mother who used to work at Rovex factory. 140576820575)

SCALEXTRIC BLACK BUGATTI BASE PRODUCED BY FACTORY £311.50 (Black base with resin top on Saturday afternoon 320729088919)

Vintage Scalextric A206 Name Boards £32 (Bentley boards still sealed in bag on Tuesday night. 290586811248)

Scalextric Ferrari 312B.2 Box Only £13.25 (Friday night madness for blue base box and lid only 180690043789)

1/32 RESIN BODIED ‘BABS’ HIGHAM SPECIAL SLOT CAR*UNIQUE £107.99 (‘Mulsanne Models’ body finished to a high standard on Sunday night 250859276507. Similar Napier Railton model from the same seller made £113 earlier in the month)

Scalextric James Bond Aston shield/rear light/screen ex £42 (original Scalextric James Bond Aston Martin bullet shield and rear number plate trigger mechanism, along with an original Aston Martin screen on Wednesday night 250861156464)

Vintage NOVO GT Racing Set USSR Russia Scalextric £14 (Single bid on nice looking set on Monday night 390332139800)

Scalextric Parmalat Roadtrain C335 boxed Rare £127 (Missing chrome but nice model on Thursday night 160620119365. Similar condition models had sold for £146 and £137 just days earlier)

Monogram Slot Kit - Ferrari 275P 1/32 Scale NOS \$560 (As new with only small tear on one edge of box from US seller but showing up on UK eBay. Seller was selling his fathers stock from old slot car shop 160619337888)

SCALEXTRIC STORAGE BOX SCALEXTRIC POP ART GRAPHICS

£14.99 (Storage box but that are a bit more attractive than having your cars in an old cardboard box. Shop around to get them cheaper 180695069868)

S277 SCALEXTRIC MEXICAN C-45 MINI COOPER LIGHT BLUE USE €875 (Spanish seller on Spanish eBay, Friday night. 370525837436)

MEGA RARE SCALEXTRIC JAGUAR 1 OF 7 MADE REJECTED MODEL £270 (White car tampered with “Press” on roof and “MCIWORLD.COM” on bonnet on Saturday lunchtime 330582879974)

Lastly, just for the record the Scalextric Italian “CINQUECENTO” mentioned last month was in fact a proper “Sport” set and not a Start set which the description may have led people to believe.

Don’t forget to send in any links of anything interesting you see on eBay. ■

