



No. 352 July 2011

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	6
Shipments From Spain.....	11
Fly On The Wall.....	14
Kits 'N' Bobs.....	16
Chairman's Chat.....	20
Carrera Review.....	25
Ninco News.....	29
Scalextric Review.....	33
Well, It All Started.....	37
Transit Van Conversion.....	38
Ebay Watch.....	43
Members Adverts.....	45



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Roll Up! Roll Up!

This month I bring you an offer..... OK it's not available for everyone because the numbers are limited nor can you get it in the shops.

I have in my possession some cars as follows, which I am offering out to the members for review, now remember you get to keep the car absolutely free, as long as you commit to writing a review on the car, of course a decent review is nice and be able to take some reasonably good pictures, of course as Brian always would say "a good use of the English language is a bonus" as well as being able to submit everything to me via email so who is up for it?

The cars available are by Carrera and are Evolution Mercedes SLS AMG coupe in red (27344) and an Audi A4 DTM 2008 Audi Sport Team Phoenix (27358) both of which have been generously supplied by Carrera. So if you are interested drop me an email to editor@nsc.co.uk. If you would like to review cars in the future, I can put you on the list and when further cars are supplied I will send them out on a first come first served basis. So it's not a bad deal is it, a free car for a couple of hours work?

Last month in Pioneer Pitstop, David Lord slipped a question in for which there was a mystery prize, the question being why are the two street racer cars ("Ace of Spades" and "Lady Luck") known within Pioneer as Sam and Jon? Well no one got the correct answer, despite some interesting replies. The answer so I'm informed is simple, it's what is on their number plates. So the prize will be carried over until another little quiz, maybe next month.

Finally, to all who applied for the NSCC/ Hornby Ramsgate weekend this November we should hopefully be letting you know about your application imminently once the Northern swapmeet is finished on the 16th July 2011, so keep an eye on your email and answer your phone please, we will then explain your options regarding payment etc. and the details on the weekend itself. So until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nsc.co.uk

By Peter Simpson

There can't be many companies that announced a drop in profits and subsequently witness an increase in share price. But Hornby have achieved just that. The downturn in financial results that has resulted from poor performance from its manufacturing supply chain won't come as any great surprise to many Scalextric collectors. However, the reason for the share elevation might: franchise deals for Star Wars and a forthcoming TV series for pre-school children, "Olly the Little White Van". According to Toy News On-line, Frank Martin, Hornby's Chief Executive, announced that the Star Wars vehicles will include Speeder Bikes and X-Wing fighters – sounds OK but I'm going to hang on until they bring out a Death Star! The "Olly" vehicles, clearly aimed at younger children, are likely to be another theme for the Micro sets, possibly later to be replicated in Start. As soon as I get any information from the factory, I'll publish some details. Take a look at <http://ollythevan.com/> (no "www" in the URL) for

information on the characters. I did contact the production team but they failed to reply to my request for better quality images, presumably not appreciating the potential for free publicity. The first showing will be on CiTV on 26th June. There's plenty of scope for vehicles, the obvious ones being Olly, Royston the fire engine, Bazza, an orange van, and Tasha the sports car.

As predicted, confidently, last month, the MG roadster is now with us. The production version has had a few minor details of the prototype corrected and looks superb. The best news is that it is widely available so either Scalextric foresaw the demand correctly or the MGB has been forgotten by all but the diehard fans.



It certainly imparts confidence as it whips round the circuit: even with the magnet in place it can be made to gently step out of line. As I've commented before, modern Scalextric cars are designed to be used with magnets in place so it is hardly any surprise that this is the fastest way around a circuit. However, with the magnet removed it really comes to life, even if lap times and skirting suffer! The axle location was



certainly very good on my sample with very little sideways play: this always tends to be better with box-standard in-line setups than side-winders. Where movement is excessive, it is worth spending a few minutes adding spacers to limit the clearance as a noticeable improvement in lap times can be easily achieved.

Latest Set Releases

Argos will soon be receiving stock of a couple of specially commissioned sets. The first of these, "Crime Patrol", C1282K, will come with two SR cars: a silver Audi R8, C3251, and a Subaru Impreza Police Car, C3068. Some may consider this to be an unfair stereotyping of Audi drivers, but hey, sometimes the truth hurts! The track included builds a modest figure of eight circuit, with bridge, of 532cm length. This is smaller than any 2011 catalogue set, being similar in size to the earlier Need For Speed set, although that had a crossover instead of the bridge. If you can't find a local Argos, then try Amazon – they're listing it at £99.99 with free postage, available from 1st July.



Next from the catalogue retailer will be "Drift 360", C1261. This will contain a pair of Nissan GT-R cars in red, C2990, and white, C3072: both cars will be fitted with the drift guide assembly thereby allowing a change of direction to be achieved. Again the track builds to a modest figure of eight, although this time with a 90 degree crossover rather than a flyover. No images of this at the moment but keep an eye on the Argos on-line site.

Whilst on the subject of drift sets, there is also another one available, "Drift Kings",



C1264. This was produced at the end of 2010 in order to satisfy the demand for drift type sets; hence it being missed from both the 2010 and 2011 catalogues. It is listed on the Scalextric site and by a few on-line traders. Again this is a figure of eight with a crossover. The two cars are, like the Argos set, a pair of Nissan GT-Rs but in silver, C2991, and red, retaining the same reference number, C2990. For the collector who must have every release, watch out for the slightly revised box art.



The Argos Special Stage Start set from 2010, C1266 is also still available, with more stocks being due to arrive at the end of June. This is currently available at a bargain price of ₤

£32.49 – the same as two cars. This represents a very cheap way to add a couple of cars as well as extending a circuit: remember that the Start track can be added to Scalextric Sport simply by employing the Converter Track Pack, C8525.

The Cars2 set, C1273, is obviously expected to sell well as two deliveries are due towards the end of June. No release date as yet for the Micro sets, but they won't be far behind.



New Cars

At the beginning of July the Ford RS 200, C3156, should be in the shops. Although I've followed this one through prototype and liveried sign-off stages I've yet to see a production version. Hopefully I'll have one to photograph for next month.

Hot on its heels (or coolly lagging behind) comes the latest incarnation of the BMW Mini – the "E", C3175. Scalextric obviously try to cater for the interests of as many potential customers as possible, as witnessed by the mix of F1, rally, circuit saloon racers, endurance racers and road cars. However, how this version came into existence is a mystery to me. Are our youngsters really ecologically minded enough to be eager to be seen racing a car that purports to be the future of city transport? The livery and



body style differ slightly from that illustrated in the catalogue: the body shape remains that of previous BMW Mini models and, despite the image in the catalogue it is a Super Resistant model so has no interior. As I've yet to purchase an example of the BMW Mini, it might just be worth buying one in order to be able to gain credibility by demonstrating planet saving credentials to the grandchildren. Or, it could turn out to be a very rare example in years to come!

For the technically minded, after 4.5 hours charging you get a top speed of 95 m.p.h. and a range of 104 miles – that's the real car, the model is slightly faster! Hmm, sounds tempting! Anyway, it could be worse – it might have been available in the Countryman shape.

Ideal pocket-money purchases, the Start Pro Racing, GT-style, C3164, cars will be here by the time you read this as a twin pack. At £31.99 for the pair the pack certainly represents very good value. Experience with these cars at club events shows the Start cars to be pretty robust so make ideal additions to that first set.



The Black Charger, C3218, shown in the May Journal is expected in the shops by mid-July. If you've not yet purchased one of these beasts then this could be the one to go for. It

looks as good as the USA-only green version but, being a UK release, is a tad cheaper. If borders are added to the whole circuit, remove the magnet and scream around in one continuous tail-out slide. You'll not beat many competitors, but a big grin is guaranteed.



The Aston Martin Lola LMP1 solo car, C3188, is now available: it's the one on the right.

Although this would at first appear to be the same car as was available as part of the limited edition Aston Martin Racing set from last year, there are a few discrete changes. Firstly, this model represents last year's Le Mans car whereas the special release was the 2009 car. This reliveried model represents the car driven to 6th place at Le Mans in 2010 by Adrian Fernandez, Stefan Mucke and Harold Primat, as illustrated here. Unfortunately, any ACO decals have had to be omitted due to licensing agreements: there has to be a market for producing these markings below the radar.

In contrast to the creators of Olly, Aston Martin replied to my request to use photos from their site within minutes, granting free use of any of the images available for download. Take a look at www.astonmartinracing.com. For some stunning photos and everything you need to know about Aston Martin's return to motor sport since 2005.



This year's Le Mans brought fame to the husband and wife Robinson pairing with a superb 3rd place in the GTE Pro class. David and Andrea Robinson, accompanied by David Murry, drove a consistent race to secure a well deserved podium position to celebrate their wedding anniversary. I doubt if Scalextric will reissue this model to represent the car as run at La Sarthe, but a revised race number and minor decals are well within the scope of modellers and would produce a very nice model of an historic Le Mans entry. A quick trial of this car, in analogue form, shows it to be significantly quicker than the GT40s: this can probably be attributed to the wider track and newer tyres as the downforce is notably less.



Although pictured a couple of months ago, this is the view that many of its Le Mans competitors saw: either as the faster LMP entrants closed in for lapping or as it passed the slower GT cars. Don't forget that, as this model has now been around for a few years, it predates the DPR option so would require a Retro-Fit Chip B, C7006 to be fitted in order to enjoy the delights of digital racing.

So, another month gone and summer is still just around the corner. More messages once it's good enough to be able to leave the track out in the garden overnight. ■



**SHIPMENT
FROM SPAIN**
By Gareth Jex

email: shipmentfromspain@nscs.co.uk

A bumper month from SCX with lots of new releases and reliveries. So without hesitation let's begin (because it's my favourite!) with the new MGA model.

SCX MGA 1500 "Rallye Des Alpes 1956" Ref; A10039



This model represents the car driven by Nancy Mitchell in the tough Alpine Rally. Nancy won the ladies class in the event and went on to win the Ladies European title that year. MBL 867 was used at a number of events and still exists today, being the oldest known surviving MGA it was the fifth car off the production line. The SCX model features front lights, detailed chassis and removable magnet.

SCX MGA "Rallye Monte-Carlo Historique" Ref; A10032

This model represents a car driven in a modern historic regularity road rally. I have not had the time to research the real car fully, but hope to do

so prior to a full review of both cars, so watch this space, both of the MGAs are available now.

**SCX Lotus Renault GP R31 F1 (2011)
- #9 - Nick Heidfeld - Ref; A10040**

I guess after the Gulf livery this black and gold livery is probably one of the most recognised liveries in Motorsport, a very smart move by team Lotus Renault GP. As far as I can tell the SCX model is not specific to a particular race or event, but carries the number nine of German driver Nick Heidfeld. The SCX model features steering front wheels, removable magnet and suspension guide.



**SCX Renault R30 F1 (2010) - #11 -
Robert Kubica – Ref; A10024**



You will have to forgive me at this point as my knowledge of F1 is limited to generally falling asleep on a Sunday afternoon or fast forwarding the boring bit later in the evening, so all I can tell you about this car is that the model is identical to the 2011 Lotus Renault car above, but in the 2010 bright yellow livery. The same features adorn this SCX model.

I'm going to send a review model to Brain, our retired Editor who has the knowledge required and passion for F1. Expect a full detailed review with stunning photos soon (he doesn't know yet!).

**SCX Porsche GT3 Cup – ALMS 2010 –
Henry Richard/Duncan Ende/Andy
Lally – Ref; A10037**

An amazingly detailed livery on the GT3 Cup car. Dark blue with a lighter blue computer chip design as run by the TRG team in the American Le Mans Series in 2010. Comparing the photograph of the model to the teams website, the livery looks very good and captures all the sponsors and race details very well. This model is featured packed with all the SCX options, Lights, suspension guide, ARS guide, removable/adjustable magnet, tilting chassis, detailed chassis and the RX42B motor.

That's it for official SCX releases this month, next month will see some more liveries released. Let's turn our attention to other Tecnitoy's cars not available in the UK.

If you have access to the internet take a look at this website; www.scalextricpassion.com I'm really not sure if it's a semi official Tecnitoy's website or not, but it features many of the Spain only special editions, Toy Fair cars and Limited Editions made over the years – all for sale (albeit at rather eye watering prices!). However of interest and news are the following two cars I spotted;



**Scalextric/SCX Renault Alpine 2000 –
Supervintage “Transparente” Ref;
A10014**



This is a clear version of this year's vintage release. Only 200 models have been made and are sold in a large presentation box complete with replica 60s cardboard box. Only available to Spain. A snip at over 350 Euros! (Thank goodness it's not a rally car!).

**Scalextric/SCX Cuda – Lime Green –
Chinese Limited Edition. No official
ref number**



Printed at the factory, information on this car is very hard to come by, but from what I can gather this was made in very limited numbers and the text on the base is in Chinese. Sorry about the pictures of these two cars, but I grabbed them from the website. ■



I thoroughly enjoyed the Senna movie. I have not been to the cinema for a very long while but this visit was well worth it. I would recommend the film and not just for F1 fans. It will definitely hold your attention throughout, tug at your emotions and may well bring a tear to your eye, I can't wait for the DVD to appear, definately one for the collection.

So at last some good news from Fly and that is that some of the cars we featured in the May issue of the Journal have now arrived in the UK. Courtesy of Terry Smith from Gaugemaster we have pictures of the cars for your delectation. So here they are with the Fly reference numbers. Expect to pay £49.95, or less, per car.

As I ran through them in the May Journal, I won't repeat myself again, but at least let you look at the actual cars now.

FSF01105 Williams FW07 1980 US GP as driven by East Geoff Lees.



FSF02104 Ferrari 250LM 1965 Sebring as driven by David Piper and Tony Maggs.



FSF17101 Porsche 911 1968 Trans Am Champion as driven by Tony Adamowicz.



And finally for me, a personal favourite and a welcome release is the Porsche 908/02.



**FSF20101 Porsche 908/02 1969
Targa Florio Winner as driven by
Gerhard Mitter and Udo Schutz.**

All the cars are two wheel drive with sidewinder motors (except the F1 car where the motor is in-line) and have a magnet but no lights. I expect these much-awaited cars to sell quickly and as ever the performance and level of detail and finish should not disappoint racers or collectors. I could not get my hands on any of

these cars in time for the Journal deadline however; we did of course look in some detail at the Ferrari 250LM in the January Journal.

I hope you enjoy some of the many events July has to offer including, for me, the Silverstone Classic, which I am very much looking forward to, so until next month, when I will bring you further news on Fly including a recently announced Limited Edition car. ■

I start this month with apologies to Dave at AA Bodies, and Steve at Penelope Pitlane having failed to finish off any of the eight kits of theirs I started this month, sorry guy's time just ran away from me but they will be finished for next month. I can show you some of the new Penelope Pitlane parts range with my old Scalextric McLaren sporting new PP Alloy wheels. I have included the new PP precision rims alongside the old scabby plastic originals to show you how much better they are, and of course the tyres can be properly trued and glued now. Also showing are PP's new axle spaces and metro replacement size tyres, and I would remind you that PP have new alloy wheels for the old Porsche and Metro Scalextric sizes and as ever include the grub screw.



Penelope Pitlane's new alloy replacement wheels, axle spacers and metro tyres

Last time I mentioned that John Dilworth had kindly sent me his bodies for the curvaceous 1962 Tojeiro Climax and the unraced but beautiful 1966 Jaguar XJ13. These are now finished with the XJ13 being mounted on a sidewinder Flat 6R Slot It HRS2 chassis and the Tojeiro on a simpler PCS one. I have also



John Dilworth's 1967 Jaguar XJ13

completed the famous Ecurie Ecosse Transporter from GMC/MMK and have pictured it with John's Ecurie Ecosse Tojeiro being transported to Le Mans.



MMK/GMC 1960 Ecurie Ecosse Comer transporter and John Dilworth's 1962 Tojeiro Climax



Slot Classics OSCA MT4

Another car mentioned last time was Slot Classics 1954 OSCA MT4 owned by Alfonso De Portago and loaned to his friend Ricardo Mieres for the Carrera Panamericana race, as you would expect from the Spanish masters the quality of this recreation of one of the prettiest fifties race cars is just superb.



GT Models Broadspeed and racing Anglias

Not here yet but I'm told on the way is the latest Osterero release this being Michele Alboreto's Ferrari 156/85T which hopefully I can show you next time. Also on route is the Slot.It Toyota 88C #98 from Daytona 1989, which hopefully I can bring you a full review of in next month's Forza Slot.It. One very much new release here now is the latest from Le Mans Miniatures, being the Peugeot 905 LM93 Evo



LMM Peugeot 905 LM93 Evo 1b



GT Models ERA 2B "Romulus", Lago-Talbot and Austin 7 TC Racer

1b, shown is the #3 winning car of Brabham / Bouchut / Helary and also available are the 2nd placed #1 car of Dalmás / Boutsen / Fabi and the 3rd placed #2 machine of Alliot / Baldi / Jabouille.

Mainly due to the quality and ease of building I have managed to finish five of GT Models new kits, the first two are Ford Anglias the #6 car of John Fitzpatrick is the Broadspeed version and uses the kits GT Models chassis, and a stock Mabuchi motor. The second is the #7 car of Anita Taylor featuring slightly wider arches and I've squeezed a Slot.It HRS chassis beneath it with a Flat 6R in line motor. Both use Slot.It gears and guides and Penelope Pitlane alloy wheels, inserts and the new Metro size tyres.

The next three all use the full GT Models kit and are the 1935 ERA R2B "Romulus" as raced by Prince Bira of Siam who in 1936 won races in it at Monaco, Picardy and a shared win with Raymond Mays at Brooklands. The second car depicts the 1948 Lago Talbot T26c Monoplace of Phillipe Etancelin during the pre-World Championship era, and the third is Bert Hadley's 1935 Austin 7 Twin Cam Racer. All

three kits come complete with chassis designed to take the Scalextric or Scaleauto slim line motors and have numerous detail parts such as exhaust systems, grilles, suspension detail, etc. All three of mine use Slot.It gears and guides, with Penelope Pitlane alloy wheels wire inserts and tyres.

Another Limited Edition resin RTR car out this month is the next in the Top Slot Mercedes line, this being reference TS7103 the 1939 Mercedes 540K two seat roadster, and as with



Top Slot Mercedes 540K Roadster



MSC Ford RS200 Kalle Grundel

the previous cars in this hand built range comes in an attractive silver presentation box and are available in the UK through Pendle Slot Racing.

As reported last time Choc-Ice from Slotforum has now released his 1977 Dodge Monaco Police Cruiser, this is available in either body kit form or can be purchased complete with his amazing CAD designed working suspension chassis, I'm looking to build my own version of Roscoe P Coltrane's sheriff car using Gareth's body kit by next time but send him a

message via Slotforum if you want to do one yourself, it's a must for all you Dukes of Hazzard fans out there.

On to plastic RTR's and Team Slot have a new Gold edition Audi Quattro A1 in the Mikkola / Hertz car from Portugal 1983 in the special presentation packaging and MSC have released the #8 Works Ford RS200 of Grundel / Malander from the 1986 Swedish Rally.

MRRC have two more 1967 GT40 MKIV's from Le Mans in the guise of the #3 (Red) Andretti / Bianchi and #4 (Blue) Hulme / Ruby entries, while Cartrix have added two more to their GP Legends series these being Roy Salvadori's #2 Aston Martin DBR4 from Silverstone 1959 and #6 Vanwall of Stuart Lewis-Evans from Spa 1958.

Last but not least, Slot Track Scenics continue to make our 1/32nd world ever more realistic with the release of their new Fire Extinguisher pack ACC4, which comes with five cast metal fire extinguishers for placing in your pit areas and equipping your trackside safety and fire marshals with. ■



Cartrix 1959 Aston Martin DBR4



Welcome to July Chairman's Chat and it's hard to believe that by the time you get your Journal the Ossett Swapmeet will be on us, so here is a reminder to one and all.

Saturday 16th July 2011
Northern Swapmeet at Ossett just off
junction 40 of the M1
PLEASE SUPPORT THIS EVENT

So onto business, some good news I can now access my Club email address (thank you Webmaster – Martin) and I'm trying to catch up on some of the 'lost' mail and there is quite a bit of it, months of it to look at!!! So I can now be contacted on chairman@nsc.co.uk. I will still accept mail to my private email address but long term that address is likely to be closed.

So What News this Month?

1. I have been approached by a Scottish news agency interested in people and their hobbies in the Bonny land, now despite my offers to put my kilt on and meet the reporter at Ossett Swapmeet to give the Club some publicity, they were somewhat reluctant to venture cross border for news. Alternatively they may have thought I was being over friendly and that I was offering

a date at some sort of swingers event, after all to those who don't know what else could a Swapmeet be! Despite declining my 'date' they however would be interested in speaking with any member who lives North of Hadrian's Wall who has an interesting collection or circuit. If this interests you then please contact me and I will pass your details on. I must add here that contrary to popular belief Hadrian's Wall was built to keep the southerners out not vice versa!

2. On a similar note the Club has been approached several times by companies representing or producing game shows, they generally want people with unusual skill to show these off against a challenge.....a bit like the Club Weekend or dinner quiz but in front of cameras and a large audience! So no pressure there at all should you get involved! Now most of the Committee have agreed that this is not quite their thing and as a Committee we are not sure if this is the image the Club wants to project, however there is the opportunity for a member of perhaps a team of chaps and chapesses to put the Club in the media spot light. Again if you're interested email me and we can discuss and devise a plan to forward to the companies involved.

3. Since my last chat next year's Slot Festival at the Heritage Motor Centre, Gaydon, has been announced so put Sunday 20th May 2012 in your diary and check out the website www.ukslotcarfestival.co.uk.

Not really news! **Brief review of SCALEXTRIC LITE** **Race Game Application**

I recently bought a newish or should I say pre owned iphone (why the bu**er don't they say second hand anymore?) which unfortunately doesn't work and I'm in dispute with the seller (arrrrggghhh!!!). However it does work as a mini computer and I loaded an App (Application..... a special programme that you can access from touch screen to the luddites amongst us.....that includes me) for the a Scalextric Game called SCALEXTRIC LITE. It allows you to build a circuit and race against a pace car, you can change colour of the car and

even change view of the race, for example you can get a drivers seat view. Now for the unskilled game players amongst us, this is extremely difficult and makes the real thing look a doddle. So far I have raced about 100 times and won twice.



The above picture shows the menu page



Now choose the colour of your car!

I found this game easy to use, very enjoyable and a real challenge.....this is coming from a bit of a techno phobe who doesn't have a television in the house at the moment and won't use the self service cash tills in Sainsbury's. Now if your wanting to play slot cars in places where you can't have a track, where even a HO set in a suitcase would not be possible, then this game would keep you amused for a while.....OK you may pull your hair out and

end up switching off in disgust, however this is a free app and when your fed up with it, you can simply delete it.

There is a second version of this App that has to be purchased on-line from Apple itunes which I understand lets you go on line and race your mates, now that's pretty cool racing when sitting on the train! For the sceptics give it a go....its free and for Hornby this must be a great marketing win for the youngsters, play virtual Scalextric and then maybe they will try the real thing? Those members of you with a DNA pool that is not interested in racing real model cars (Mrs. C has just chipped in its toy car racing.....Grrrrrrr), perhaps this is a way to get them interested? Well done to Hornby for putting their name and investment in this. ■



Ferrari 458 Italia (27342) and 599xx (27366)

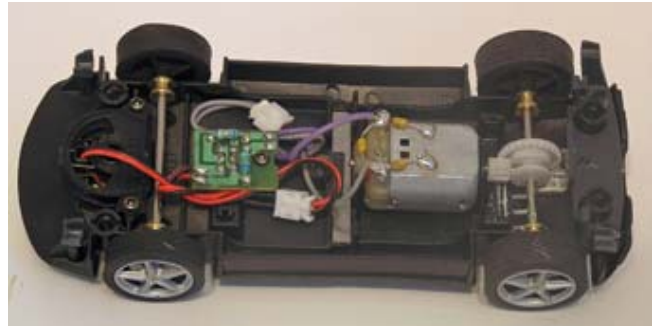
By Peter Emery

Hello there, this month I have a double whammy for Ferrari fans. Ferrari fans have a limited choice of new releases as Carrera now have an exclusive license for 'official' Ferrari slot cars granted to them by Mattel who hold the worldwide license for authorised Ferrari replicas. Luckily Carrera appear to be intent on satisfying the demand for Ferrari models as these two releases clearly illustrate.

Two for the price of one!



Featured here are the beautiful 458 Italia, street version (27342) and the millionaire special 599XX (27336). The 458 Italia is the latest in a long line of relatively compact, V8 powered GT cars from Ferrari. The styling is the work of



Pininfarina and in my view is the design house's best work in many years. As a road car it is superb as a GT racer it is just gorgeous.



The 599XX is the latest in the 'XX' series of cars built by Ferrari for selected customers to join in the Ferrari research and development⇒⇒





program. At a cost of £1.2 million for a car you cannot race and cannot drive on the road this is car that probably self-selects its owners.

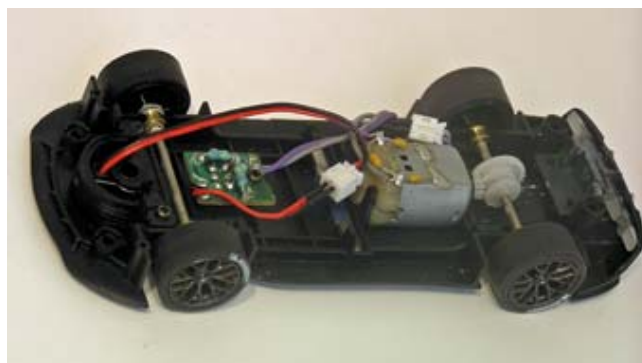
Both models have a really nice paint finish and well executed tampos and fine detail. The Ferrari shields on the wheel centre caps and the 'Pininfarina' badges on the body sides are good examples of this. The 458 Italia is a street version and as such has a driver in 'civvies', the 599XX has a full race helmet, ready to compete figure installed. Both cars have limited cockpit detail on the tray type cockpit base, a function of the in-line mechanics. I would recommend that the mirrors are removed before battle commences otherwise the scenery will remove

them quick, quick! Both cars are available in an alternate livery, yellow for the 458 and red/white for the 599XX.

After releasing the body from the chassis we are faced with the usual very well engineered Carrera chassis. The axles run in brass bearings at the front and the rear. The motor and the polarity switch are both fitted with quick release plugs for easy maintenance.

The twin bar magnets are powerful but unlike earlier Carrera models these are not adjustable. After the test I carried out my normal adjustment on the magnets by removing them.

With the magnets fitted and the rear tyres lightly sanded I found that the 458 was





considerably quicker out of the box than the 599XX, this may well change as the cars loosen up. The shorter wheelbase of the 458 made it very nimble on direction changes but harder to drive than the larger 599XX. Both models are pleasant to drive, and are notably smooth and quiet in operation. Neither will stand any hope against the NSR and Slot.It cars but hold on, that is not what they are designed for. These are well designed, well made, very well priced mass market models. If you race Carrera cars against Carrera cars the performance gap to other brands no longer matters and the price you paid will still make you smile.

These are two great additions to my Ferrari Sports and GT collection; so more please Carrera – how about a 458 GT in Le Mans livery next? ■

Have we got the measure of you?

Scale

1/32

Transmission

Inline, ratio 9:27

Wheelbase

599xx, 87 mm

458 Italia, 84 mm

Track

599XX F: 52.5 mm, R: 50.5 mm

458 Italia F: 52.5 mm, R: 51.5 mm

Digital?

Compatible with Carrera digital by fitting upgrade chip

Magnet

Two, bar type, non-adjustable

Reverse polarity switch

Yes

Lights

No

Packaging

Crystal display case

Outer cardboard sleeve with Ferrari logo

Stackable

Mirror display

Spares included

Spare guide, braids, mirrors

Restrictions

Not suitable for Carrera banked track

Likes

Value for money

Fine detail well executed

Dislikes

Not the fastest brand around





The recent UK Slotcar Festival held at the fantastic Heritage Motor Centre in Warwickshire played host to the very first “Battle of the Brands” where cars from a number of manufacturers were fitted with an independent motor before competing in an 8-hour competition. The layout was once again half of the Ninco circuit used for the 2008 NWC held at Silverstone. The model selected to represent Ninco is one of the most popular GT race cars; the Mosler MT900R.



Our team of eight drivers, captained by NSCC member Graeme Thoburn, lapped consistently throughout the 4-hour endurance race hitting almost 100 laps per session and bringing the car home in 4th place overall, just missing out on a podium spot by only 13 laps! Well done to Marc Abbott, Matt Bryce, Paul Charlton, Steve Hills, John Kellerman, Gary Skipp, Russell Turner



and of course, Graeme. Also a mention of thanks goes to Pendle Slot for sponsoring the car. Among the many attractions there, Scale Models had set up a compact 4-lane Ninco circuit using the Pole Position lap timers for recording fastest times on each lane. Cars were available to race but the circuit was also left open for visitors to run their own slotcars.



Ninco World Cup 2011 Announced!

Another great Team event has just been announced – the Ninco World Cup 2011. Every year since 2005, Ninco hold this event inviting

teams from around the world to compete for the crown of the World Champion. Hundreds of drivers will take part in qualifying races to secure the chance to represent their country in the most important slot event in the world. This year, the competition returns to mainland Spain and will be held in the town of Cassa de la Selva (7-miles from Girona airport) in the Catalunya region next to the spectacular Costa Brava. The town is just an hour from the world famous Circuit de Catalunya racetrack and the beautiful city of Barcelona where there are a variety of excellent slotcar shops!

Qualifying will take place on Friday 9th September and the races which will cover both 1/32nd and 1/28th are scheduled for Saturday 10th September. The local sports centre will provide the location of what we can expect to be another superb multi-lane circuit. But it won't just be slot racing... Ninco have demonstrated their hospitality at previous NWC events and this one is planned to be just as memorable.

This year the nominated cars to be used in the final are the Ninco "Sport" Renault Mégane Trophy V09 and the Ninco "XLOT" BMW E30 M3. Both models can be entered as standard release cars or can be tuned using Ninco's aftermarket parts and fitted with custom painted bodywork. The Ninco World Cup blogspot carries all current information as well as the official regulations for the cars and will be updated as more news becomes available – see <http://nincoworldcup.blogspot.com/> for further information.

Donington Classic

The first of this summer's new releases is the classic Jaguar XK120 "Donington" (50587). Beautifully reproduced with high gloss paintwork and chrome detailing, this Classic car will be welcome at any historic race series.

Total Rally

The current king of Rallyslot has just become more explosive with the launch of the Citroën C4 WRC "Total" Lightning version (50588). This superb rally car now includes racing components fitted such as transparent Lexan

chassis, machined engine mount, ProRace tyres and stainless steel axles in addition to the standard all-round ProShock suspension, double bearings and powerful NC-12 motor.

Based on the car driven by Loeb's teammate, Sebastien Ogier – a rising star in the world of rallying and likely successor to the throne, here is a slotcar that may prove to be sought after in future years.

Great New Méganes

The Mégane Trophy is next in line for the "Lightning" treatment with a cool looking N4 version (50580) which in the full size world is aimed at the Privateer drivers and teams. The N4 is designed for tarmac competition based on Group R rally regulations. The striking dark 'Renault Motorsport' design paintwork gives this car a sporty "fast and furious" look. Powered by an NC-12 with quick-fit silicone cables, power is transferred to the track via 32-teeth crown/12-teeth pinion and alloy 17" style wheels fitted with 20x10 tyres. Front wheels are the narrower type fitted with ultra low profile tyres. Other features include a longer, deeper guide and ProRace chassis/motor mount. The "N4" is simultaneously released in Ninco-1 format (55041) with the N-Digital chip already built in.

Another Renault Motorsport design, this time in bright yellow, replicates the Mégane Trophy "V6" in Ninco-1 (55039) and Ninco-1 N-Digital (55040). Powered by the NC-11 motor and having a plain chassis and no interior, makes this an ideal car for the novice or home racer. However, the Ninco-1 body is interchangeable





with the Ninco-S version bringing new livery choices to the one-make series line up. The UK round of the Renault World Series is scheduled for next month; I can highly recommend this event if you have any desire to see the full size Mégane Trophy cars compete on the fantastic new Silverstone circuit.

Wild Horses



There are some eye-catching liveries of the Mustang now due for release. So far, these American muscle cars have only been offered as Ninco-1 models. Robustly built and designed to take more than a few knocks, they are well suited to GT competitions on home circuits.

The two summer releases are available as analogue or digital versions in “Green” (55033 / 55038) and “Ohio” (55032 / 55037) liveries.

Classic Beemer



A new livery for the 1/28th scale XLOT mark expands the range available for the BMW E30 M3. An important release as this is the model specified for this year’s Ninco World Cup. The “7-Up” livery will be offered on either a ‘Metal’ (60008) or plastic ‘Flex’ (60013) chassis. The E30 saw action in both DTM and Rally events in the ‘80s and can still be seen pounding the tarmac⇒





at classic events today. The latest XLOT “7-Up” car represents that driven by Jose Maria Ponce and co-pilot Carlos Larrode during a stage on the “Isla de Gran Canaria”.

The Flex version reduces the amount of variables available for fine tuning the car but is cheaper to buy and therefore a good entry-level car to start with. Remember, the XLOT scale was specifically chosen to allow this range to be used on track systems other than Ninco. With ‘Flex’ being much lighter than the standard Metal chassis, provision is made for added weight to the plastic chassis to enhance handling. This is a must for any budding NWC entrant who wishes to familiarise themselves with the XLOT system! ■



C3143 MGB 1964 Monte Carlo **By Andrew Moreby**

So as a relative new member of the NSCC, having finally been “press ganged” into joining the Club at the recent Slot Car Festival at Gaydon, I find myself now writing my first review, although to be honest I found the prospect daunting having been asked by Jeremy, the Editor of the Journal a couple of weeks ago.

Of course I did have Scalextric as a youngster but left it by the way side many moons ago and went over to the dark side of model trains, which I do still tinker with, but the constant pressure from the Editor to get involved with the NSCC has finally lead me to the light and the correct path of righteousness!

Jeremy advised me of the chance to review the new release from Scalextric of the MGB reference C3143, possibly one of the longest and eagerly awaited releases from Scalextric in their history and thus also allow me my baptism of fire so to speak into the Club and also reviewing modern slotcars.

So the car itself is based on the 1964 Monte Carlo GT class winning car driven by the Morley brothers, Erle and Donald who were farmers from Suffolk. Overall that year the car came 17th which is some feat considering it had an 1,800cc engine producing 125bhp.

Carrying the license plate of 7 DBL it was one of three works cars, the other two carrying license plate numbers 6 DBL and 8 DBL. It had previously tasted success at Le Mans in 1963 where it was fitted with a streamlined nose and aluminium panels with Paddy Hopkirk and Alan Hutchenson at the wheel it won its class. It also made several outings in other endurance events and rallies world wide.

So the Scalextric car then, well it is presented in the standard crystal case, and securely fixed with the screw below, which incidentally even though it is a new release is still not the new “thumb” turn type mentioned by Peter Simpson a couple of months ago in⇒





Messages from Margate. Perhaps the Chinese still have a considerable stock of the old type screws to use?

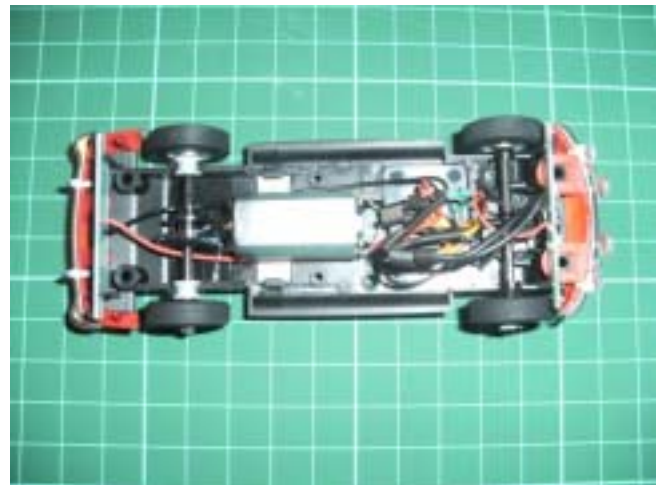
The car itself is a stunner, a deep red body colour, white roof, chrome bumpers including the over riders, windscreen wipers, window surrounds, spot lights headlight surrounds and multi spoke wheels with the correct knock off spinner all very true to the real car. Of course the number 83 on both sides is present as is the Monte Carlo Rally number front and rear.

Inside the detail is also very good, of course there is a steering wheel, gear lever and all the dashboard dials etc. are neatly picked out.

The car has most of the current Scalextric features, including Magnatraction, Quick-change guide braid, working front and rear lights (although only one of my rear lights works) and is DPR ready.

In terms of the statistics for the car the motor is a Mabuchi FF producing 15k rpm, it is rear mounted and is in-line powering of course the rear two wheels. The gear ratio is 9:27. There is a magnet fitted, which believe me does not stop the fun of tail out sliding on the track, although of course this can be removed if it is not your thing.

The Overall length is 120mm with a Wheelbase of 72mm. Tyre diameters are 19mm





with 5mm width, which is fairly small to a lot of other cars, but it still does stay on the track pretty well actually. Finally the weight of the car is 70 grams overall.

I ran the car untouched other than fitting the digital chip on a track, which isn't mine (hey I'm new to this slot car stuff and have yet to get a track sorted out), I was impressed. It is a very quiet car when running, having used some of the other modern releases owned by others this



one is very quiet. Everything worked perfectly (apart from the rear light!) and it was pretty nippy, lapping on the track around 12 seconds which I believe is not too bad on this track for a straight out of the box car. Of course with the magnet fitted handling was very good, although as I mentioned you could get the tail to slide out in a readily controlled fashion without deslotting.

⇒





I then dismantled the car to have a look at the light situation, but could see nothing wrong, the usual array of wires are present inside including the plug for the digital chip and the front and rear light circuits, with ferrit choke and so on, but no really obvious faults I could see, so I guess I will live with the fact the rear light doesn't work (hey it's an MGB I'm lucky it starts!), but whilst apart I took the opportunity

to check the motor and pinion etc. as well as the axle play, all appeared to be in order so these were lightly oiled and the body and chassis reassembled.

Overall then I think the car has been worth the wait, it's a great little runner and fun to drive, I'm definitely impressed. The only slight criticism is that despite all the work on the detail both inside and out is that the driver and navigator appear to be a little on the "blobby" side and fairly non descript, perhaps a little bit more detail on these in the future would add to the otherwise superb presentation of a real car in 1:32 scale.

Finally then my thanks to Jeremy and of course Adrian Norman of Scalextric for providing this review car, which will be used and shall not become a shelf queen, all I need to do now is sort myself out a track and wait for Scalextric to release a running mate for the MGB and I'm away reliving my youth again, hopefully before it's all too late! ■



Well, it all started when..

By Jeremy Naylor

Continuing the theme of introducing the Committee to the members, it is my turn to recall how I started in the hobby and found the NSCC. As probably many of you out there, as a youngster I had a Scalextric set which grew and grew until one day it was retired to the loft for prosperity.

I remember the first set I had, when I was six, I think my Dad must of got it knock off as it wasn't a proper set from memory, living in a normal brown cardboard box and consisting of a blue Datsun 260z and a white Ford Escort with a simple figure of eight (no banked curves) and of course two hand controllers and transformer.

This set was well used, being virtually permanently set up in the box room until we moved house when my parents divorced in 1977.

This is when interest wained for the first time and it wasn't until the 1980s when I rediscovered the same set in my Grandad's loft and still working. So the passion started again, but this time with birthdays and Christmas coming along further additions were made, including the stock car set, various formula 1 cars, the racing rigs, Rover police car, low loader and some rally cars, some of which I remember my mum purchasing from John Lewis in Leeds for £10 for three cars in the sales!

Other bits of track were also purchased, often by my Grandad who worked at the time for the Yorkshire Electricity Board in Leeds and who on his way home would call in at the Northern Model Shop in Leeds to buy the odd bit just to improve the ever growing circuit now residing in his spare room!

The interest again wained with the introduction of home computers the new must have thing for the teenager of the 1980s (I had a ZX Spectrum, whilst my mates had Commodore 64s!) and of course girls.

Nothing really changed for a number of years until I met my wife, Denise about 8 years (OK I can't remember exactly - don't tell her!)

and we were both living in Epsom. It was in 2005 that whilst reading the local rag, the Epsom Guardian that we spotted an advert for the NSCC Event that was being held at the Toyota HQ over an entire weekend, so given that I could spare some pub time we decided to go along.

Well that was it, I was truly amazed at all that I saw and my interest was rekindled, so much so that we attended on both days as members of "Joe Public" and a few initial purchases were made.

After this event and following a visit to my Grandad's the old Scalextric stuff was recovered from the loft again. However disappointment this time, whilst the track and sets had survived there wasn't a car to be seen, it appears that my Grandad had been having a clear out and threw away a fair amount of loft "rubbish" some of which included all of my cars etc. many of them still in their original boxes (I always kept them even back then!) - gutted!

Anyway that Christmas my wife decided to purchase me a Scalextric set as a bit of a surprise, being the Mini Cooper set, simple figure of eight again ironically and the rest as they say is history.

I of course joined the NSCC in 2005 at the Epsom event and am now Editor, and have met many friends through the Club.

Predominantly the collection is Scalextric (I do have a loyalty from my childhood) although there are some Carrera, SCX, Pioneer and MSC sprinkled among them. There is no theme, I just purchase what takes my eye, I am not a collector who must have every release nor do I "collect" rare and expensive models particularly, since I am also a home racer, now having a permanent layout in the "old" shed (actually a properly built log cabin) down the bottom of the garden where when it all becomes too much I can be found racing, watching Satellite TV and drinking the odd cold beer to escape the wife and children! ■



Transit Van Conversion

by John Penfold

Hello and welcome to the first of my planned “how to “ series of articles, well certainly the first but also possibly the last one depending on any feed back received!

I would like to take this opportunity firstly, to apologies to those serious scratch builders and kit bashers out there for anything in this article that I may have done wrong, but hey, it's my first time at this type of thing so bare with me, the idea behind this article is that is meant to be a simple guide for the beginner, whilst sharing my own experiences as a true novice, and thus highlighting the various potential pitfalls and avoid others making similar costly errors.

The aim of this task was to get a running Ford Transit slotcar using a kids replica toy car and a donor Nascar. I had seen some examples of these vans, duly converted on eBay initially and later at the recent Slot Car Festival at Gaydon, and thought hey I could do that, how hard could it be to achieve a little piece of uniqueness?

Given that some of those for sale were being offered at prices I thought a little excessive, somewhere around the ten to twenty pound level depending on the time and date of the auction,



The Transit van and donor car, too good to destroy really!

it was my opinion I could do that cheaper, after all I have seen these van on eBay for less than a fiver so with a few other bits and using tools readily available to most hobbyists at home a conversion could be achieved economically.

So two were purchased from an eBay seller (who if you are interested in repeating my winning formula) still has some for sale. The reason for two is obvious, they have to be able to race each other, don't they!

The transit van is manufactured by “Powco Toys”, made in China (like most things these days) and is actually an officially licensed Ford or so it is claimed on the box! Interestingly the van is actually marketed as a child's pull back toy, with opening front doors and rubber tyres no less, but unlike many other “toys” of this type it is a true 1:32 scale and the body is made of plastic and not metal, so lends itself to conversion due to not only it's weight but also the ability to subsequently paint it etc. It is also left hand drive for the purest out there.

Next point to consider was what to use for the new chassis? Interestingly I had gleaned from eaves dropping at Gaydon, that the preferred chassis was a Nascar variant, possible SCX but that a Scalextric one would suffice, it would have to as I wasn't going to pay to buy a new SCX Nascar just to carve up the chassis! So at Gaydon a second had Nascar was purchased, being the Valvoline Ford Monte Carlo, still at £9 it wasn't such a bargain but hey it had been fully cleaned, serviced and refurbished! Total so far then, knocking on £14 for one van, but I Wasn't going to be beaten yet!

The first job was to separate the body from the chassis, easy enough remove the screws holding the two parts together and then throw away chassis! At this point the front bumper falls off as it is the chassis that holds it in place against the body, not a problem it can be superglued later!

Once the chassis is removed it can be seen



The freshly cut hole in the van floor, for motor and digital chip

that there is then an internal tray which forms the cab area, holds the seats in place and forms the loading space, so in order to convert this to a slotcar space is required to house the motor and in my case also a digital chip. Now what to cut that out with then? It was bit too tough for the old Stanley knife and a 5" angle grinder could be a bit of over kill here, whilst I am good cutting floor tiles with one, not sure about a plastic van. After a ponder over a beer or two, I decided a Dremel could be the way to go, I have seen these of course but never purchased one since I couldn't at the time justify the expense of purchasing one or really, if I 'm honest see the need for one (well that's what the wife explained when I asked last time!). So a quick trip to B&Q to check them out. They had only one left, a 300 series priced at £50, no way am I paying that I thought so back home and on to eBay again! Finally secured a brand new for £30 and it duly arrived a couple of days later along with a selection of bits etc.

So having figured out how to drive the said Dremel on a kiddies plastic shopping trolley formally owned by my children (they'll never notice it's missing) I set upon the van and duly cut out a section of the floor to the rear for the motor and digital chip. This whole was trimmed up and sand slightly so as to tidy up the appearance (largely for the photographs and this article, I'd have left it a bit rough!), then the whole thing was washed to get rid of the burrs

of plastic etc., that had flown off everywhere during cutting. Top tip here by the way, the Dremel has an adjustable speed setting, use a low speed for the plastic otherwise it melts and can fly off and hit you in the eye (I now know this from experience!).

Next it was on the chassis of the Nascar, again the car was dismantled and the chassis was examined, next it was offered up to the van body to check for overall size etc. Fortunately the existing wheels and tyres just fit into the wheel arches, so these wouldn't be replaced at the moment (I have to save some money somewhere!). But it was evident that the Nascar wheelbase is shorter than the required wheel base for the van, so out with the Dremel and the chassis was duly cut in two!

Now prior to fixing the two chassis parts back together it was noted that the chassis does not fit flush to the van body so it was then necessary to remove various bits of plastic from the chassis so that a virtually flat chassis pan was achieved, except of course for the axle and engine mounts, it is best viewed on the photographs or by trial and error if you attempt this yourself at home, but also watch out that you don't weaken the chassis as a whole by taking off too much plastic if you get carried away!

A second top tip at this point and one worthy of mention, whilst risking the potential backlash as a result of pushing up prices of⇒⇒



The Nascar chassis cut in two and 'heavily' modified



A closer view of the front half of the chassis showing the removal of the plastic in order to sit flush under the van



The gap neatly filled with two part modelling epoxy and sanded flush

second hand Ford Monte Carlo Nascars is that I also tried using a Ford Taurus Nascar as a donor, but found that the chassis differs in such a way that once placed under the van, the wheels in their current configuration actually sit too far into the body and wheel arch meaning the van will not run, so without some major work this later chassis is not suitable, at least not for me to want to bother with now.

Once cut and levelled out, the two parts of the chassis were offered up to the van and dimensions checked, I then cut a piece of Plasticard (again purchased for this exercise at £7 for two sheets 2mm thick) to bridge the gap

and this was Araldited in place and left to dry. Once dry the resultant difference in the underside of the chassis was filled with model filler (another additional £6), allowed to dry, sanded smooth (Dremel again, at least I am getting my money's worth out of this now) and painted matt black to at least match the rest of the chassis. At least I had the model paint left over from painting figures, so no cost there! Further minor sanding was carried out both to the chassis and also the van internal base to ensure the best possible mounting of chassis to van and to ensure that you couldn't see the side



The two bits of the chassis reunited with a Plasticard support



A dry run, the chassis and van are joined to check for satisfactory fitting



More two pack epoxy to provide the mounting points for the chassis

of the chassis or internals when the van was on the track (see a little bit of perfection was sought somewhere in the process!).

Moving on then and back to the van, one point noted when offering the chassis and body together, was a serious lack of fixing points for the chassis to be attached back to the body of the van, now at this point I must confess I was thinking, should I just glue it and be done? But no, after all I may need to get to the motor and/or chip in the future plus any required maintenance to the axles etc. so no I'm going to do this properly or not at all.

Fortunately the problem of the fixing points was over come on the rear by using the existing hole in the Nascar Chassis which actually lined up(almost) with the hole for the van floor and

body fixing point. The problem was more at the front where no fixing point existed and to ensure the front of the chassis was secure to the body new points just behind the bumper would be required. All in all space here was tight as there is the wheel arch and also the bumper, which is not mechanically fixed remember slightly protrudes backwards. Anyway some more two pack epoxy model filler was mixed, moulded and two "blocks" inserted behind the newly superglued on bumper and a smaller amount was put in the existing screw hole to the van body and left to dry overnight.

Once dry these "cubes" were again painted black, purely for cosmetic appearances and the holes formed for the new body screws once the chassis was again lined up with the body to ensure everything still lined up satisfactorily. So at least the chassis was now fixed with three screws, and so would be able to be removed for maintenance etc.

Finally then the end was in sight, back to reassembling the chassis, motor, axles, wheels and tyres, a digital chip was fitted (again this was already in my possession so now cost for this project!) and the whole chassis was run prior to fixing the body on to ensure the motor and chip wires were soldered the right way around and lucky for me off it went forwards with no issues.

So the two parts were reattached and the body screws from the Nascar was used for this purpose and again saved a bit of money, clearances were finally checked and the whole



Chassis, motor and digital chip are all fitted the tape is functional and not a mistake!



The finished van on the track, awaiting the driver to appear from the cafe



At last he's out having had his full english and a read of "The Sun"

thing run and tested, voila a running Transit Van, now one more to go to give it a running mate and perhaps I'll buy a couple of caravans also for some future "big fat gypsy" style racing.

Currently there are no plans to apply decals or paint this van (except perhaps to apply a trade name specialising in roofing or driveway works and of course the obligatory mobile phone

number?), but in the future when I have the time maybe, but for now, it's white van man, just need a driver from somewhere to complete the look, perhaps also a passenger/ drivers mate to buy the breakfast!

All in all, I have enjoyed this experiment into building/ modifying a slightly different slotcar, however let's just look at the cost shall we before I hang out the flags.

So firstly, the cost of the van at £5, the cost of the Nascar at £9, then of course the cost of the Dremel - £30, next is the cost of Plasticard and filler at £13 and I haven't even included the digital chip or paint etc. So overall the exercise has cost nearly £60! Still what price do you put on your own fun? Plus it kept me down the "man cave" for a few days and out of the way of the wife and children, so what price is piece and quiet (priceless let me tell you!) and finally, I guess I have still the use of the Dremel etc. for other projects in the future, so next up for a bit of work is.....? ■

email: ebaywatch@nsccl.co.uk

You can be forgiven for thinking, hang on have I read this report before last month? as I start almost exactly the same this month by saying two free listing days for private sellers were again used to boost listing numbers during the month. In reality listing numbers are drifting lower, and have fallen to below 13,000 at month end though this trend downwards is often seen in the summer months.

Well I ranted on last month about layout changes and it seems this month eBay have ignited my touch paper again this month by limiting the number of results you can view to 10,000. You may say why on earth is that relevant, and why does that matter? However if you think in terms of our favourite “Scalextric and Slot car” category where there are some 17,000 completed listings at time of writing, if you want to review say listings on a particular day, you will not be able to look much beyond a weeks worth of data unlike the fifteen days of data you could search on before. Also despite these changes you still have to skip through the pages three at a time to get there as the useful “GOTO” page has still not returned! This obviously has an impact on reviewing what I report on in this column, so don’t be surprised from now if you think, hang on why did he not mention a particular item as sooner or later I will miss a few days of results when I can’t get to a screen. One “benefit” though on selling with BIN (Buy It Now) listings will be introduced on July 21st in that the final value fees for this type of auction will be made 10% across the board to make it clearer as to what the final value fee is up to a maximum of £40. As you pay 9.9% final value fee on BIN listings up to £49.99 and then a slightly reduced rate above that, this will be of

benefit to all those private sellers wanting a fixed price of £300 or more I reckon and particularly for those items of £400 or more. So not a lot of winners there I reckon other than eBay, as how many sellers have cars worth £400 or more? Perhaps this will encourage sellers to put groups or collections of cars together to reduce selling costs, which may be an interesting side effect of this new structure.

Lotus

The hot release attracting all the activity and money this month seems to me to be the Lotus 49 just released as Limited Edition C3222 from Scalextric and mentioned in Peter Simpson’s column last month. Probably around thirty plus I have noted on eBay and if you did not act quick on the tip off, you are now likely to have to resort to paying a premium now it seems and £55 to £65 appears to be the going rate though a few been sold in the £80 - £90 range. A few lucky people got pre orders and the odd BIN for less than £40. Staying on the Lotus theme, the Gold Leaf version seems to be having some renewed activity perhaps on the back of this new release and easily topped the £100 mark on a couple of occasions it was available though the one at £299.95 or best offer did not get any takers. A used Gold Leaf example with broken exhaust did make nearly £60 though. Also spotted was a #7 “Hill” car, C3031, that made £74.51 on a Wednesday afternoon (260796318582) However, the Jo Siffert blue Lotus still seems the unloved one of these releases at the moment and has been only selling at normal prices of around £35 still. If these were made in the same kind of numbers as the other versions, would this version still ⇒⇒

be at this price level I wonder? Possibly not but perhaps a future rarity in the making?

Audi R8 again!

Continuing this thread from the past couple of months there was an Audi R8 listed as rare and one of 202 but unless the Scalextric Club Membership has been limited to 202 this year I think the seller got their description mixed up somehow with the Hornby Visitor Centre version. Incidentally the excitement on the Visitor Centre model seems to have died down a little this month and the price has settled nearer the £100 mark it seems but examples did go through at between £80 and £90 along with a Dutch Club car example.

Bond

Not surprisingly perhaps the top price listed item I spotted that sold this month was a Scalextric James Bond set. With a very nice box in excellent condition and having been with one owner from new and only used a couple of times it was obviously a well looked after set. Unfortunately, the sunroof was missing from the Aston and supposedly had never been in the set. Seemingly complete then with paperwork it fetched a surprising £2,702 on Tuesday night bearing in mind recent prices I have reported. There were loads of detailed pictures that obviously helped encourage the bidding. (320716162359) Staying on the Bond theme there was a Carrera Bond car, the Ford Mustang from Thunderball, that got bidders going on Sunday evening with bidding up to £51 when sometimes a third that price is achieved. (170648157910).

Specials

Surprisingly the Bond set mentioned was not the top priced item listed this month that I spotted though. That went to a pair of white body shells for a Vauxhall Vectra done for the BBC Children in Need appeal. There was a prototype shell with Pudsey both on the bonnet and roof whereas the final version, where twelve were produced according to the seller, had the BBC logo on the bonnet. However at £4,999 starting

price there were no bids. (Check out 250840466675). One car selling though was one of the Special Mercedes McLaren SLR from 2010 reference C3117B car #21 and only one of 10 that made £265 on Sunday night. (270769612788) At the same time a #22 car C3117C attracted a single bid of £249.95 (270769617935) Another special and not released was a Scalextric Ferrari F430 decalled up with black and white stickers as a sample of a proposed release for the UK Slotcar Festival 2010 at Donington Park. It attracted several bids with the winning one being £140.88 on Sunday night (300567056274). For Mini fans a Scalextric 1275GT in blue (rather than the normal red or yellow) attracted serious bidding attention and £180.02 secured this rare model. Apparently there are a handful known to exist according to the seller (170651322475).

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day.

C309 Scalextric TR7 Car in Shell No 5 Livery £9 (Yellow rarest version complete with bumpers on Sunday night 270772995918)

SCALEXTRIC VINTAGE MARSHALS CAR INSTRUCTIONS £8.40 (Light and maintenance Instructions on Wednesday night 150618271124)

SRA 1/32 TV TOWER AND CREW x 3 figures SUPERB! L@@K £230 (Yes well painted but what a price on Wednesday night 280694799530)

SCALEXTRIC COOPER BRG WITH SUSPENSION made in Spain £523.73 (French seller on UK eBay, Sunday morning 160606372473)

MEGA RARE SCALEXTRIC TINPLATE AUSTIN HEALEY MADE 1958 £304 (Saturday afternoon bargain? 330578758239)

Scalextric Jaguar Cummins promotional limited rare M/B £88.80 (Sunday lunchtime 270758035317)

Scalextric C.295 Bob Jane T-Marts Pontiac MINT BOXED! £3.20 (Sunday night 170657675154)

Vintage Spiderman Scalextric boxed track and TR7 cars £129 (Tuesday night 200621501795)
Very Rare Scalextric Rover 3500 Maroon (NO

front bumper or mirrors on Monday night
120737084653)

INTERNATIONAL ENGINEERING
PIRANHA II - 1/24TH \$737 (“Thingie” car
with some faults from New Zealand seller on US
eBay on Sunday lunchtime. 250828426725)

SLOT.IT PORSCHE 956KH EURO
CHAMPIONSHIP 2010 BLUE £155 (Sunday
night 170655223926)

SCALEXTRIC c1229 pista elettrica
CINQUECENTO start set €74 (Italy only
special set on Italin eBay on Friday afternoon
350469114993)

PIONEER P002 SILVER BULLITT FORD
MUSTANG 390 GT RARE!!! £103 (Saturday
night 140555375378).

So hopefully more next month if I can
satisfactorily work out these new listing tools! ■

