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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Success and Well Done!

Firstly this month and with no hesitation I would like to thank the organisers of the Slot Car Festival held at the Heritage Motor Museum, Gaydon on the 22nd May 2011. I for one thought it was a brilliant event, and I'm sure those that attended also agree, if you didn't go this year hopefully a similar event will be organised for next year, we'll have to wait and see?

I would of course also like to thank those members who offered their assistance to the Club over the weekend and trust you all had a pleasurable time, including the stay at the hotel (well done Karl for finding that one).

I have heard and read some minor criticisms of the event on various issues, but that's to be expected, afterall you can't please all of the people all of the time, can you and of course there are always those who complain but don't offer to help.

We had a room at the event with three tracks, although some found us hard to find using the map provided or indeed their own sense of direction, fortunately those that assisted the Club on the day were provided with some rather attractive red Polo shirts carrying the NSCC logo and also the event name on the front and the back. Indeed many members commented on these shirts and whether they could in fact purchase them? Well your luck is in and if you would like one see the advert in this Journal for ordering details.

Moving on then of course we have the Hornby/ NSCC Ramsgate weekend in November, we have had a very good response to this event and have decided to extend the deadline for applications to the end of June 2011. In addition as we are aware of the current economic climate, we had agreed to let people spread their payment for the weekend over the remaining months from July to November, thus reducing the impact of the total cost and perhaps making it easier for people to budget, and avoid having to find the total cost at a time of the year when other priorities may be looming (Christmas presents for the wife, kids, girlfriend or indeed yourself!) so if you haven't got your applications in, there is still time, either using the form in last months Journal or via email direct to me.

So until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nscc.co.uk

By Peter Simpson

Well, not too many new models will be arriving in the immediate future, but there are plenty expected to arrive during June: on my recent visit to Margate there were no less than 17 new cars to photograph. By the time this report is published I can confidently state that the MGB will be with retailers: it was only days away from Margate when I last visited. The next round of shipments should include the Limited Edition Schumacher Mercedes Petronas from the 2010 season, C3148A, as shown last month, closely followed by the standard versions of Schumacher #3, C3146, and, Rosberg #4, C3147.



Next on the list of cars soon to arrive is another SR Porsche 997 GT3 RS, C3176. This is a livery which many will either consider bland or stunning. The asymmetric bright orange decoration on the shiny dark grey body actually looks quite dramatic: certainly far better in reality than photographs indicate. As with all of these SR 997 chassis it will be DPR: if racing six of these Porsches this car will be nearest to allocate to the white channel, often the hardest



channel to match a body colour. Although this is less important once confidence with digital is gained, when setting up a swarm of ghost cars it helps if cars are easily identifiable to base channel colour to which they are related. One quick tip: when programming cars, ignore the tower menu and simply press and hold the “Enter” button and the brake button. Job done. Well worth remembering as a quick short cut.



The final version of the Ford Focus RS WRC to be released was at the sign-off stage when I visited. This car, C3203, is in the livery of Merkstein so is the same glorious purple as the 2009 release of the Porsche RS Spyder,



C3015. Although this car is four wheel drive it is not DPR as the front motor position inhibits the fitting of a digital chip. For rally fans, the Ford Fiesta RS WRC will provide a digital replacement: unfortunately this car has now been now postponed until 2012.



I was also able to photograph the USA only release of the Dodge Charger in white. I'm not sure if the body is treated in any way but it certainly is very shiny: buyers would be well advised to check the surface prior to painting just in case a protective coat has already been applied. The driver's head is shown as being painted in the sample, but this will not be the case when the car is released.

The latest police car, the Spanish Guardia



Civil Traffico was also available to photograph. This is another Alfa Romeo 159, originally a Spanish only issue as Superslot, S3149, but now a Scalextric release as C3149. It may only be available through Model Zone and other concessions but doubtless some of the online traders will obtain some stock. No mention on the Model Zone site at present but keep checking.



The Hamilton and Button McLaren MP4-12C Limited Edition set, C3171A, was also available to photograph. Whilst the black car looks pleasing with a slightly metallic finish, it is the red car that steals the limelight. Still, as everyone has different preferences, when presented to young boys to race there shouldn't be too much squabbling. They certainly drive very well so as a twin pack they'll allow close racing straight from the box.



Another Aston Martin road car was on show: C3201. This is an HD car complete with lights, and is DPR. Seemed almost too good to race, requiring an excuse for a leisurely Sunday drive.

⇒⇒



As soon as that one went back into its box, out came another Aston, C3196. This time altogether more aggressive and eager for combat: another incarnation of the DBR9 as driven at Le Mans in 2010 by Christoffer Nygaard, Thomas Enge and Peter Kox to a creditable 3rd place in GT1 and 22nd place overall.



The last car seen this month was the latest incarnation of the Lamborghini Gallardo, C3178. As with most new releases, this car is DPR and, being a road car version, there is no rear wing to knock off so it is probably a slightly better option for the beginner. The colour is a vibrant, slightly metallic gold so should be easy for younger racers to follow round the track. Or is the bright colour aimed at the older racer?



The Digital Handset extension cables are now available and, although not cheap, are invaluable if all racers are to be connected to the power base without becoming a bit too friendly! They also allow home racers to be positioned where they can recover crashed cars and remain within sight of the results tower.



Special Releases

I can bring you news of a few more Limited Edition models this month. First is an Audi R8. Some were lucky enough to spot this Visitor Centre special release: it was listed on the Scalextric website but not for long as it sold out very quickly indeed. Two hundred and two were made available, at a higher than normal price of



£59.95, to those who visited the attraction or online through the website. This is the same model that was used as the 2011 Range Presentation car. Another Limited Edition is the Collector Centre car, C3222, a variant of the catalogue Lotus 49. It sports race number 5 of Jim Clark and would appear to be from the 1967 Mexican Grand Prix. The catalogue version, the 1968 number 5 car, C3206, is due out in Q4 of this year.



Over the years Scalextric have also been approached by businesses and asked to provide promotional models. The latest such request came from DHL who have commissioned no less than three revised liveries. Whilst two of these are little more than additions to existing schemes, the third is an absolute stunner: as all are destined for Spain they are identified as SuperSlot and have “H” prefix reference numbers. First is a Jaguar XKR GT3, H3254, in very similar livery to the previous #33 car, C2978 but with a different base colour and DHL decals added to the doors and rear wing.



Second is a Mercedes 722GT, H3252. This one has even less changes with DHL logos only added to the rear wing and bonnet.



The third car is the real stunner: an Audi R8, H3253, completely redecorated in DHL livery. This is very close to representing an actual car raced by Team DHL in 2009 in the ADAC series so has some basis in reality, albeit with a degree of artistic license.

All three cars are packaged in yellow versions of the old Sport boxes, resplendent in the striking red of the DHL logo and script. ➡➡



Keep an eye open for these appearing on eBay later in the year as any would make a nice addition to a collection of rarities.

Cars2

It seems that I've been hinting at what may be coming for months. Well, at last I'm allowed to publish details of the forthcoming cars and sets. The Cars2 theme will be available in four different sets as well as two solo car releases: one Start set, three Micro sets and two solo Start cars. All are aimed to coincide with the release of the Disney Pixar film so should be available pretty soon.

The two Solo cars will be in the 1/32nd Start range Lightning McQueen, C3186, and Francesco Bernoulli, C3187. These two are superb models that capture the characters from the film excellently whilst still looking convincing as slot cars. Both have fairly short wheelbases but can be expected to handle very well. First of the sets is an addition to the Start range: C1273 Disney/Pixar Cars2 with the same two cars as the solo releases. Next along are the three Micro



sets: one sold directly by Scalextric whilst the other two will be specials for Argos and Toys R Us. The regular set, G1073, will include Lightning McQueen, G2132, and Nigel Gearsley, an Aston Martin DBR9, G2137, the Argos set, G1077K, will include Lightning McQueen and Shu Todoriki, G2136W, a relivery of a Micro Endurance car from the Power Champions set, G2136, whilst the Toys R Us version will have Lightning McQueen and Francesco Bernoulli, G2133. So, in order to obtain examples of each of the Micro cars, all three sets will have to be purchased

Whilst considering Micro, the McLaren





MP4-12C set, G1074, should also be available by the time you read this. The two cars will be in red, G2134, and black, G2135, similar to the two 1/32nd versions – just a bit smaller. I've not seen these yet, but just hold the Journal further away and you'll get the idea.

There has been a major revision to the Digital Platinum set artwork, although the content remains the same. Car details are: "Bilstein" blue and yellow Audi R8 LMS GT3 #98, C3045DW; silver Audi R8 LMS GT3 #26, C3243DW; orange Lamborghini Gallardo GT-R #8, C3006DW; White and Blue Lamborghini Gallardo GT-R #44 C3135DW; "Mad Butcher" Porsche 911 GT3 Cup #1, C3132DW; red Porsche 911 GT3 Cup #2, C2899DW. As the Porsches are SR cars they are the 997 body mouldings with digital chips fitted.

Although I'm not including a full report of the Gaydon weekend, I cannot overlook mentioning the massive effort of the Club

Committee to organise the NSCC presence at the show. On the day before the event everyone was frantically assembling the Club stand and the three stunning circuits with which we would impress regulars and newcomers alike on the Sunday.

Despite this, Mr. Chairman managed to spare a few minutes to explain to Mrs. Messages that 500 cars hardly constituted a collection and kindly offered his advice. As a result of this education, Karen appreciated the need to add another couple of rare variants to the collection (no, she didn't bring Andy home) and rushed off to buy herself the SLN and NSCC Audis. Later she even commented that only five of George T's excellent Maserati kits seemed a bit restrained! She even understood that I REALLY did need another Electra (C3/11): so that's one to race and twenty three to ensure against extinction.

As I'm privileged to visit Hornby each⇒⇒





month I was able to spot the Corgi version of the Scalextric Road Show truck. This is a 1/64th scale model so is an ideal scenic accessory for any Micro layout. For anyone wanting to model a full pit area, several of these would look really impressive lined up and liveried to match each of the teams.

One final note for those who belong to the Scalextric Club: don't forget that membership brings the advantage of 10% discount in shops which have a special relationship with Hornby.

These include Model Zone and The Entertainer stores: watch the next edition of Scalextric Magazine for more details.

I couldn't resist including this. Spotted at Hornby last month it is a superb representation of the loco that regularly wakes us up at 4:00 am. pulling an earth shaking train of Royal Mail parcel wagons. I wonder if I can get a better night's sleep by restricting my eBay purchases in the future? ■





This month I am indebted to John Dilworth who has kindly sent me his bodies for the curvaceous 1962 Tojeiro Climax and the unraced but beautiful 1966 Jaguar XJ13. I don't know if John ever sells his bodies commercially but he should do as they really are gorgeous, I'll bring you pictures as soon as they are finished. MMK/GMC bring us news of yet another historic transporter, this one being the famous Ecurie Ecosse Transporter which transported the cars of the team. Now released is the 1962 Tojeiro Climax #25 which was driven at Le Mans by Fairman and Dickson before retiring with gearbox problems. Also available from GMC is their version of the #1 Ford J car from the 1966 Le Mans test weekend.



Penelope Pitlane "Babs" 27Litre Liberty Aero Engine LSR Special

At the recent MRE Pre-1963 Le mans event at Wolves Steve Ward of Penelope Pitlane bought along his two new kits the amazing 27 litre Liberty aero engine "Babs" land speed record car of John Parry-Thomas and the 1954 Maserati 250F both of which looked pretty stunning and both of which I'm itching to build. Steve also had his pre-production versions of his second Legends Chevy this time the saloon body version and the forthcoming 1964 Ferrari 1512, Steve tells me that the second legend shell is exactly the same weight as the coupe version

and with loads of possible colour schemes including fantasy liveries the pair are ideal for clubs to make a racing series.



Penelope Pitlane Maserati 250F

Slot Classics have announced their next release which will be the 1954 OSCA MT4 owned by Alfonso De Portago and loaned to his friend Ricardo Mieres for the Carrera Panamericana race, sadly the pretty #52 machine retired with engine problems but the similar #54 entry of Chiron / Delpesh went on to finish a creditable 8th. As ever numbers are strictly limited and most will be on pre-order.⇒⇒



AA Bodies Connaught ALSR



AA Bodies OSCA FS372

Having finished the two fine AA Bodies Can-Am cars last month I am now starting on three more, these being the 1954 Connaught ALSR as driven by Stirling Moss / Les Leston, the 1957 OSCA FS372 (also Moss) and the 1961 Maserati T61LM. The Connaught is designed for the PCS Chassis; while the OSCA and Maserati are based on Penelope Pitlane Chassis, I'll bring you mine when they're finished but for now here are sample pictures of David's own cars.

Many of you will have, like me taken part and enjoyed the fabulous Gaydon Slot Car Festival, and some of you came to say hello to



AA Bodies Maserati T61LM

Malcolm and Myself as we were running a variety of GT Models and Penelope Pitlane cars on our portable rally track. George Turner was there with his superb range of kits for sale including several new ones. There were three historic open wheelers with the ERA, Austin 7 Twin cam, and Lago-Talbot along with the Broadspeed Ford Anglia as either John Fitzpatrick or Anita Taylor cars or a widened lowered club racing Anglia. In addition to these George had a pre-production version of his forthcoming 1960 Ferrari 246 Dino F1 car and the working master for his 1976 Jaguar XJS.

Other highlights for me at Gaydon included being shown the latest 1/24th Chassis from



GT Models ERA, Austin 7, Lago Talbot



GT Models Broadspeed and lowered Anglias

Ortmann by Bob on the RS Slot Racing stand along with a prototype 1/24th Ferrari F1 body. The Chassis has proper 60s suspension arms but looks much lighter and simpler than the current Scholer type they sell and should be therefore faster. I was particularly pleased as I have just finished off my own 1/24th Ortmann Lotus 16 done as the #30 Alan Stacey car which he drove to 8th in the 1959 British GP. these will be available in the UK through RS Slot Racing.



Ortmann New 1/24th sixties F1 Chassis

Other treats on display included what looked like a pre-production version of NSR's new #3 Compuware Corvette, and prototype Audi R8LM. Mr. Slotcar.CA's new plain white

Mazda 787B, MSC's latest Ford RS200 as the #8 Kalle Grundel / Benny Melander works entry from the Swedish Rally 1986, Sloting Plus's new 2KQ specials, Top Slot's Pegaso Z102 ENSA Series 1, and #62 Z102 Montjuich Spyder, and Avant Slot's new Mirage GR8s and Porsche Kremer K8s. The ultimate for me was to see whizzing round on the Pioneer track next to us a 1977 Dodge Monaco Police Cruiser developed by Choc-Ice from Slot Forum, this car actually leans and rolls just like a 70s American TV cop car should – absolutely great to watch!



Ortmann 1/24th Lotus 16

So that's all for this month from me, I'm off to continue with some more kit building and I hope to report on my completed projects next time. ■



From the accounts I have read recently and footage watched on You Tube, the BOAC Brands Hatch 1,000km race which took place in April in 1970 was an epic race. This was an endurance sports car event that was part of the World Sportscar Championship for varying years from 1967 until 1989.

Originally a six hour race running under the name BOAC 500, the event was eventually extended to 1,000 kilometres under a number of different sponsorship titles. The 1970 race was



dominated by heavy rain. After 235 laps and having covered 622 miles, the Gulf Porsche 917K, race number 10 driven, by Pedro Rodriguez and Leo Kinnunen entered by Team John Wyer Automotive Engineering won despite having been black flagged during the race for failing to respond to the yellow flag. It has been recently announced that Fly will produce a model of this car - reference number 005104. The second place car, also a Porsche 917K, car number 11 will appear under Fly Reference 005103. This car was driven by Vic Elford and Denny Hulme and was entered by the Austrian Porsche Salzburg Team. The car actually finished 5 laps behind the winner having started from third place on the grid, which gives some indication of the incredible speed of the winning Porsche. Six Porsches finished in the top ten in this dramatic race. It is expected that the Gulf Porsche will be a popular model, more details as and when they become available.



A big thank you to all those involved in the organisation of the Slot car Festival at Gaydon. An excellent event which I personally thoroughly enjoyed. Sadly talking to Terry Smith on the Guagemaster stand at the show no new Fly cars have arrived as yet but some of the cars we mentioned last month are ready to ship. Fortunately, there were opportunities to buy some earlier releases from Fly at the show.

As regular readers of this column will know, the news from Fly has been somewhat erratic. Hopefully things will settle down and the cars will begin to arrive. Should this not happen we will in future, with help from Guagemaster, take a closer look at some of the other cars that they import. For example the cars from Spanish manufacturer Avant Slot and the Italian firm NSR: examples of these high quality cars could be seen at the Gaydon show.

I have been known to digress in this column when news from Fly has been in short supply. This month's digression is a picture, which shows a Jaguar C Type at last year's Essen Classic Car Show which is held annually in Germany. This and the cars behind are supposed to look like full sized slot cars. Very clever! ■



MRE Pre '63 Classic Le Mans 2011 - Meeting Review

By Phil Insull

This year saw the eighth MRE sponsored classic Le Mans meeting held at Wolverhampton again on our ever popular International track. Proceedings kicked off with a general practice session, followed by the concours competition judged by a panel of five experts with each car scoring out of 20 and the top 4 scores counting towards the result. This year Pete Shepherd swept the judges away with his excellent Lotus IX topping the scores with 74 points, and his Lotus XI scoring 70 points, yours truly finished next with my GT Models Austin Sprite on 64 and my GT Models MGB GT on 63 with Paul Cash's Ferrari TR61 gaining 62 points, thus Pete finished 1st, myself 2nd and Paul 3rd.



My own GT Models Austin Sprite

On to the racing and with each driver running three minutes on each of the four lanes on the International track, the total distances determined the finals they went into. With two class sections this year one for under 2 litre cars and one for over 2 litre cars. After qualifying local expert Roy Pritchards topped the charts by two clear laps on 92.24 laps from Slotmaniacs Lee Andrews, Wolf Mark Cockerton and Wellingborough's Mick Kerr. In the small capacity class Alexis Gaitanis was top qualifier with 74.77 laps from Joel Thura, Martin ➡



Pete Shepherd's Lotus IX



Pete Shepherd's Lotus XI



Paul Cash's Ferrari TR61

De'Ath and Pete Shepherd. In the small capacity finals Pete's Lotus suffered problems allowing Martin and myself to join Alexis and Joel in the 50 lap Grand Final. However despite my lucky break my chance of glory went when the chassis retaining nut and bolt on my MGB's resin chassis shook itself apart (I should have remembered to use thread lock – doh!) As has been proven in the past qualifying top doesn't always mean finishing first in the Grand Final as Joel's Ferrari 166MM led Alexis's similar car over the line with Martin's Porsche 550 third.

The large capacity finals saw some interesting racing with Bill Charters and Mike Thomson both progressing up the charts through the ladder stages, neither could quite get to the semi-final however and this saw Mark Cockerton and Mick Kerr lead home Richard Welsh and Robbie Davies to join Roy and Lee who had automatically qualified for the 50 lap Grand Final. This was very much true to form with Roy Pritchards Ferrari TR62 taking a well deserved win. An excellent close fought battle between the remaining three kept us all enthralled with Mark's Ferrari 250 GTO finishing second, Lee's C Type Jaguar 3rd and Mick's Ferrari GTO just losing out in fourth. Insert picture 5 here:



U2 Grand Final (l to r Me, Joel, Alexis, Martin)

Our raffle in aid of Acorns Hospice was well supported thanks to everyone who donated some super prizes and to everyone for digging deep and buying tickets to help raise £90 for our favourite charity. Thanks also to the ladies for



O2 Grand Final (l to r Mick, Roy, Mark, Lee)

keeping us all supplied with food and drink (Particularly the famous Wolves bacon Butties) The meeting closed with prize giving by Gary from MRE who has provided such generous support over these eight years and really enjoys his annual racing (You must get some practice in before next year Gary), I was particularly pleased as Gary awarded me the MRE trophy for spirit of the meeting for running my two GT models cars with stock standard resin chassis and making the Grand Final (albeit with a bit of luck). We are looking forward to our Pre-70 saloons event on October 9th and to next year's MRE Classic in May 2012. ■



Email: carreracorner@nscg.co.uk



We have a theme of 'pairs' here with new releases from Carrera for May and June and some good news on items that are back into stock.

Next pair up are a couple of Mercedes SLS street versions. Choose between CA27344 in red or CA27345 in white. The final pair comprise



DTM fans will be pleased to see two new Audi A4 liveries. CA27357 Sport team ABT in a red and silver 'Tabac' scheme and the CA27358 Team Pheonix car in French blue.

For lovers of the Can-Am big bangers there is a McLaren M20 and a Porsche 917. The Blue McLaren M20 No 8 1974 is CA27368 and the bright yellow 'Bosch' Porsche 917/30 No 48 is CA27367.



Ford Capri RS' that are back in stock to keep company with a new release of this popular racing saloon CA27369 in green and white, a racer from 1975. CA27295 the blue and white racer and CA27315 the ruby red 'Tuner 3' version are both back in stock.

Finally CA27321 the ABT Audi R8 LMS and CA27324 Red Bull RB5 #15 are also back in stock. ■





Slot Festival

For me the highlight of May had to be the Slot Car Festival at Heritage Motor Centre, what an absolutely fabulous event with something for everyone interested in slot cars, a big thank you from me to the organisers, Mark and Julie Scale, Steve Cannon, Roger Barker and Sean Fothergill for putting on such a great event. I know a lot of hard work and stress went into this and at the risk of having things thrown at me (just putting the tin hat on now)..... Same again next years then!

For those who could not get to the event, there were many.....many racing circuits, competitions, manufacturers' displays, trade tables, a large internet auction, club tables, tracks in three different scales and lets not to forget a fabulous collection of real cars. I was especially taken by the 1 to 1 scale Austin Healey but my offer to race that around the centre was just met by a stoney face from a security man who either lacked a GSOH or had heard the same drivel many times before!

Members of our Club put a huge effort into promoting the Club with a well staffed Club stand and three circuits including a novelty track. We also had mobile patrols to intercept Slotties as they wandered around, they were offered a complimentary back issue Journal, leaflets to join the Club, information on the

Northern Swapmeet and directions to the Club area. Everyone who volunteered put a huge amount of effort in and I thank you all. I will give special mention to two couples supporting the Club, John and Annette Kirby from Australia, Kate and Andy McGowan who did sterling job of intercepting unsuspecting members of the public and trying to do with an old Journal what the press gang did with the Queen's Shilling!

I have taken the liberty of extracting some comments posted around Kate and Andy from the NSCC pages on Facebook, now picture the scene.....they are trying to get people to talk to them and engage conversation;

Kate : 'Your pitch is terrible, you've got to grab your audience man..watch and learn...

Andy Mac: "Free cake!"

Kate: "no, no, there's no cake"

Andy Mac: "There is, Free cake (they don't know that)" LOL!

Now Mrs Chair had to make comment upon what was said by saying 'Kate lured and Andy pounced....' to which Andy Mac replied 'More like Kate lured and Kate pounced ! I was there to stop them in case they ran away'.

A great effort by the whole NSCC team that saw new members sign up, a few renewals, substantial sales of Club merchandise such as cars and the Club in high profile at such a large and prestigious event.

Club Shirts

Several members at the Slot Festival asked if there were any spare Polo shirts that were worn by the NSCC Team at the event which they could buy. These were a unique design for the day and if anyone would like one then we could get another batch manufactured, I believe they are £20 a time, please contact editor@nscc.co.uk or myself if you want one.

This is probably a good time to mention the Club does have other merchandise you can order including the Blue and Green NSCC Polo shirts, to prevent having loads of static stock in the wrong sizes the Club will order in what it does not have when there is sufficient for a batch, you just have to ask and it can be arranged. ➡

Subscriptions

For a number of years now the sale of Club merchandise and other income has subsidised the true cost of membership, the biggest regular expense of funds being the production of twelve colour Journals and associated postage costs per year. These costs have crept up over the years and the recent 14% increase in postal rates for a large letter rate can't be absorbed by the Club. Unfortunately the costs for sending a Journal overseas is subsidised even further by UK members. There will therefore be an unavoidable rise in membership subscriptions starting in 2012. The Committee has embarked on a strategy of financial savings and is actively looking at ways to save funds in order to focus benefits for its members rather than its creditors. More will be published on the subscription rise and proposed changes when they are finalised.

Joint Membership

This issue really can be considered an extension of the previous discussion, our Club records' show that there are quite a few households where there are two members, both receiving Journals and having no option to pay two full membership fees. The Committee has agreed a joint membership scheme where a second household member can be enrolled at a reduced fee and the household will only receive one Journal per month. This subscription fee has been set at £15 allowing the second member all the membership entitlements. Over the past few years I have seen an increasing number of members bring partners to be involved in events such as the Hornby NSCC Weekend or even supporting at promotions such as the Slot Festival. I feel this scheme will encourage these people to join the Club and become part of the Club family.

The Committee will have to monitor this scheme to make sure it is not abused and that applications are Bonafide, so for any potential Henry the VIII, no signing up your six wives!

Northern Swapmeet Update

Please keep this event in your diary
Saturday 16th July 2011, it will run at The War

Memorial Community Centre, Ossett, West Yorkshire. Whether you are attending or not please publicise this event for your Club. Tell your friends, lovers and eBay partners. If you would like an electronic flyer then please mail me and I will send one out to you.

The event already has some good bookings with a number of people taking collectors tables so this promises to be an interesting event with many attractions. There should be a circuit to play on, low cost entry, cheap tables and as a member the opportunity to buy one of the NSCC Promotional Martini Ferrari 308GTS. There will only be around 50 of these cars for sale at the event and if you want one the best bet is to be there.

For non members who you wish to take or who are reading someone else's Journals, the cost of entry has been reduced to £2.50p but join the NSCC on the day and receive £2 off membership.

Committee Meeting

A Meeting was held on Sunday 15th May which I was unable to attend due to work commitments, don't you just hate the fact that the adult world gets in the way of hobbies!

Primarily this meeting discussed plans and preparation for the Slot Festival and also issues of Club Finance including the decision to increase subscription fees.

The NSCC on Facebook

If you have not visited the NSCC pages (or wall in computer lingo) on Facebook then please have a look and meet other NSCC Members on the net, there are some interesting discussion threads starting. Mrs Chair is there in skimpy underwear for those so inclined doing her bit to raise the Club Profile in the same way as Andy Mac gave away cake at the Slot Festival.

Finally

Folks as ever I'm available to chat if there are any issues or suggestions you wish to raise, my preferred contact address is still although this is likely to change soon. ■



The Slot Car Festival, Heritage Motor Museum, Gaydon

By John Penfold

The weekend of the 21st and 22nd of May 2011 was finally here, a date I had been looking forward to for some months, not least because it was also my birthday weekend but also because it was the weekend of The Slot Car Festival to be held at the Heritage Motor Museum, Gaydon in Warwickshire. An event that had been billed as “The Slot Car event” and one not to miss. So I wasn’t going to miss it and indeed as a precaution had offered my assistance to the NSCC to help set up on Saturday as well as assisting on the Sunday at the event itself.

So having met up on the Saturday afternoon at our hotel with the usual suspects from the NSCC and a few new faces it was off to HMC to set up the proposed tracks for the public’s use on the Sunday. The three tracks proposed consisted of a large Scalextric digital two lane track, a smaller Scalextric analogue track and of course Shaun Bennett’s masterful “play” track incorporating many of the Scalextric pieces from the days when slot cars were also about fun. This track included skid chicanes, a flying leap, the loop the loop and rumble strip to name but a few.



You are at your destination!



The NSCC Play Track

As was usual at these events there were the ever present Paul Yates and Richard James assisting and most of the Committee, so with minimum fuss we were all set up and ready for the next day by about 5.30pm despite a minor alteration to our plans with us having to change rooms at the last minute!

The evening passed pleasantly enough at the hotel with a few drinks, a nice meal and talk of the event to come with others who had also volunteered and now joined us at the hotel. In addition a short briefings was given about the day and our duties, plus we were handed one of the very nice custom made for the event Polo shirts! A few more drinks and a not so early time for bed and with a planned early rise the next day.

On the Sunday, following a bit of breakfast and nursing a bit of a muzzy head it was off to HMC for 9.30am so allowing enough time for final preparations prior to the doors opening at 10.00am. Come opening time, all appeared to be quiet and relaxed, so a few of wandered off to see where everyone was and perhaps have a little look around.

Downstairs from the main event in terms of



NSCC fun track with the '80s loop the loop

the Slot Car Festival, is the main museum and indeed it is very impressive, there is a considerable collection of British cars, most of which formed part of the national collection from the British Leyland days. These included the first Mini and also one of the most successful Group B rally cars, the Metro 6R4 of Tony Pond, both of which were used as a basis for the Slot Car Festival organisers to produce very nice Limited Edition models for the event by Scalextric and MSC respectively.



Final preparations on the NSCC digital track



A few drinks on Saturday night, early doors!

On the way around the museum it was possible to see the entrance, all I can say is glad I had my name on the list, the queue outside was huge, it looked like this event was going to be busy and all being well a success. People were eager to get in but, and a minor criticism here, were delayed due to some poor if not completely absent signage to the slot car event upstairs.

Whilst all this was occurring some NSCC volunteers had started positioning themselves at key points in order to promote our Club, worthy of mention here are John and Annette Kirby who had travelled from Australia (not just to come to this event I'm sure) but also Andy and Kate McGowan, who I understand also did a nice guided tour on the day for those who couldn't find their way around!

Obviously as well as the museum with all the exhibits to inspect, there was the Slot Car Festival and all the exhibits, manufacturers, clubs, tracks and traders present, all of which were upstairs. ➡



Just part of the Museum



The "Battle of the Manufacturers' under way!

The main feature of the day consisted of the race of manufacturers, an endurance based event over four hours with teams of drivers on a huge 8 lane circuit with cars being raced by Ninco, Scalextric, SCX, AvantSlot, Scaleauto, NSR, Slot.It and Slotting Plus. The results of this race were not too unexpected with NSR taking the honours ahead of Slot.It and Slotting Plus, although in total only 54 laps separated all the teams at the end of the race.

Adjacent the manufacturers' race, the usual and very high standard SCX display was present, with the usual array of tracks, analogue, digital, raid and a new entry to the slot car world by Kyosho Dslot43, a new 1:43 scale of cars. All of these tracks could be used by the public and proved very popular on the day.

Other activities included the Pendle Slot drag racing strip, which as usual had a very high standard of entries; I must admit I really respect the entrants for this event and the level and commitment that go into some of their cars.

In addition in the room to the NSCC, were

our sister club, the Dutch SLN represented by Thera and Michel Brok along with some of their own members, and who also were handing out their new Limited Edition Club Car (Audi R8) to those UK members, a very nice car and one to go into the collection of the other Audis released this year.

In an adjacent room, were the HO racers represented by EAHORC, who were holding a HO Grand Prix on a very impressive circuit, the speed these cars go round had to be seen to be believed, again how one watches a slot car travelling at such speed is truly impressive, alongside this main event was a number of traders selling all things 1/64 scale, something which to be honest you don't see often at slot car events or swapmeets, other than the usual Scalextric Micro range, so it was good to see such a variance of available products.

There were many other tracks, present, including Pioneer, Digital Scalextric by the PB Pro team, Gaugemaster demonstrating Carrera, BSCRA racing and the new Digital Oxygen



A few of the public having a go, I told you those cars could go through that loop!

system by Slot.It (demonstrated by Maurizio himself) which I saw but to be honest had very little time to fully appreciate on the day as there was so much to cram in, there were a number of presentations by Dave Chang on car tuning, and PB Pro on the various improvements they have made to the Scalextric Digital system and the new six car power base among other things plus of course, Scalextric with their stand manned by Adrian Norman, in between him taking part in the manufacturers' race.



A very busy swapmeet!

Finally, then onto the retail side of the event, of course no slot car event would be complete without the many traders present, all peddling their wares, and this year was no exception, the swapmeet part of the event was busy from the minute the doors opened until the end, with many dealers reporting brisk trade, although concerns were raised as to the space available which did make searching for that exclusive bargain difficult, perhaps next time more space may be allocated to this aspect of the event?

Finally then, on this roving report there was the auction being held by Aston's. I myself did not attend but I understand there were some bargains to be had, since firstly many people couldn't actually find the venue and secondly many of the regular attendees were too busy in the swapmeet, so some of the lots went for less than may have been expected.

If I haven't mentioned everybody, I apologies but as most agree the event was a huge success and there was just too much to see and do in the one day really and in all likelihood I may have missed something, particularly as a



Just some of the tracks and activities on the day

considerable amount of my day was spent assisting the NSCC, which incidentally signed up a number of new members, a few renewals and sold a fair few Club cars to existing members, so all in all not a bad day despite the hard work and effort which went into organising the Club's attendance by the Committee.

As a final bonus all those who assisted the

Club on the day could purchase one of the forthcoming Northern swapmeet Limited Edition Ferraris and also got automatic selection to the forthcoming Ramsgate weekend in November if they wish to attend.

The final thing to do on the day then, before we all started to pack up and set off on our journey home, was to present a cheque to



Another Collage of the event by Robbie Howes

Adrian Norman for Hornby's chosen charity, the Toy Trust for the proceeds of last years charity auction at Ramsgate, which raised a total of £5,938.00.

To conclude then, thanks again to the organisers of the event for a thoroughly enjoyable day and well done, the event is planned to be repeated in 2012, with the final date yet to be decided, if you missed it this time, make sure you come next year as you really are



It's OK Andy, smile it's not your money!

missing a superb event which truly promoted all things slot car related and thanks to Andy Moreby, Peter Simpson and Robbie Howes for the Photographs, and of course remember that if the event goes ahead next year and assuming we are invited as a Club will be looking for more volunteers so sign up and come and help support and assist the Club, without your assistance it wouldn;t all be possible! ■

This month sees the release of a new livery for the Slot.It Mazda 787B. The model reference CA15b is based on the #18 entry at Le Mans 1991 driven by Johansson, Kennedy and Sala.



CA15b Mazda 787b Le Mans 1991 6th

This unique Japanese car utilised a 654.4cc Wankel rotary engine, which the Le Mans regulators gave an equivalency of 4,709cc to a normal piston engine. With extensive use of carbon fibre construction the car weighed in at a mere 830 Kgs and in the hands of this experienced trio finished a fine 6th completing 355 laps. This excellent performance was however somewhat overshadowed by the sister car of Weidler, Herbert and Gachot which recorded the historic win not only for a rotary



Mazda front view

engine car but also to date the only one for a Japanese manufacturer.

In terms of the model the white, blue and yellow Mazda livery is perhaps not as eye-catching as it's more famous sister's "Renown" livery however it has been perfectly reproduced by Slot.It with eight different tampos printed colours and high quality sharpness making it pretty spot on to the original. Details include mirrors, wiper, lights, vents, filler caps and towing points, with the usual high standard cockpit complete with Stefan Johansson at the wheel. In terms of chassis and running gear it is fairly identical to the earlier releases of the Mazda, in standard form power is provided by an in-line reverse 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 tampos printed tyres all round and correct white inserts at the front and gold 5-spoke inserts at the rear. Length is 156mm, height 30.5mm, wheelbase 87mm and track 62mm with standard weight at 72g. I haven't been able to



Cockpit close up showing Stefan in action

track test the car but given the identical equipment and layout to the earlier editions from Slot.It I would expect performance to be the same, as ever the model can be upgraded to angle-winder, side-winder, boxer, Flat6, working lights, magnetic suspension, and of course SSD.

The mention of SSD leads me on nicely to the Oxygen digital system developed by Slot.It and demonstrated at the recent Gaydon Slot Festival. Having used Ninco, SCX, Carrera and Scalextric digital systems in the past I was pleasantly surprised by the smoothness of the lane change operation and just how late you could leave it to flick the up or down button before the change point and the car would still change lanes as desired. Another advantage is the clever pit lane speed limiter that kicks in automatically as you enter pit lane, this lessens the tendency for cars to ram each other in Pitlane as they do with other systems. All in all I was very impressed and for home users or clubs using plastic track the system would certainly add a new dimension with less of the car

bashing problems associated with earlier digital systems, sadly we at Wolves will have to wait until Maurizio and his clever team can make oxygen change over pieces that can be worked into a routed track.

The Gaydon Festival saw the great Battle of the Manufacturers' race with Maurizio himself heading up the Slot.It team along with a number of the UK's Slot.It Challenge regular drivers. All cars were equipped with a JP Slot Motor handed to the teams on the day and after four hours the Slot.It boys finished a fine second overall. Winners NSR used their long established Mosler to set 891 laps from Slot.It (Jaguar) on 864 laps and Sloting Plus on 810 laps after a truly entertaining race, which included the opportunity to see the reigning NSR World Champion in action – awesome.

Other highlights at Gaydon included Maurizio displaying the upcoming #98 Toyota 88c from Daytona 1989, #40 McLaren F1GTR LH from Le Mans 1998, Limited Edition #6 Gulf GT40 winner from Le Mans 1969 and a



Oxygen system in action at Gaydon Slot Festival



Toyota 88c Daytona 19



McLaren F1 GTR Le Mans 1998

pre-production version of the #51 Jaguar XJR6 from Silverstone 1986. On the latter Maurizio did point out that he was still not happy with the Jag's colours and this would be corrected before the model is signed off for production.

Some new tune up parts available this month with two new 3/32nd axles reference PA01-54R and PA01-48R. These have been designed with a 25mm long narrower centre section to allow the axles to be used with other manufacturer's motors in a Slot.It side-winder motor mount, as per the part number the former is a 54mm long axle while the latter is 48mm. Finally the second round of the 2011 UK Slot.It challenge took place at North Staffs with a clean sweep of the top five places by home drivers led by reigning champion Shaun Mitchell. Shaun was followed home by Mark Probert (North Staffs), Gareth Jones (North Staffs), James Lymer (North Staffs), John Bailey (North Staffs) with former champion Nic Hirst (Pendle) being best of the visitors in 6th place. The early table is headed by Shaun on 98 points from Nic on 92, with the previous two years junior champion Lewis Gough (Wolves), Lee Andrews (Slotmaniacs), and John Bailey all tied for third on 86 points. The juniors saw victory for Harry Smales (Pendle) from Lewis Anthony (Wolves) and Dwayne Mansell (Wolves), which leaves Lewis leading the junior championship on 31 points to Harry on 20, Archie Davies (Pinewood) on 19 and Dwayne on 18.

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



Pre-production Jaguar XJR6



**SHIPMENT
FROM SPAIN**

By Gareth Jex



email: shipmentfromspain@nsc.co.uk

First up this month are two new releases from SCX, these being both Le Mans entrants in the form of the Audi R10 and the Peugeot 908 HDI FAP.

SCX Ref.: A10027X300 Audi R10



Team Kolles of Germany, silver and orange colour decoration, as driven by Christophe Bouchut (France), Scott Tucker (USA) and Manu Rodrigues (Portugal) in the 2010 Le Mans 24 Hours. Standard features include; Xenon-effect headlights, removable/adjustable magnet, guide with suspension, self centre guide and a tilting chassis.

SCX Ref.: A10026X300 – Peugeot 908 HDI FAP

This colourful decoration of the Peugeot 908 HDI FAP was driven by the #4 team Oreca Matmut: Olivier Panis, Nicolas Lapierre and Loic Duval in the 24h Le Mans 2010 and scored the fastest lap! Standard features as per the Audi R10.



Also whilst writing, a quick update regarding the recently released Hummer H3 SUV Baja SCX Ref.; 65070 Muddy. A clean version of this model was on show at the German Toyfair, I now understand that the clean version will only be available in Spain.

SCX @ UK Slot Car Festival 2011

I'm sure the Journal will be full of photographs and reports from the excellent event at Gaydon.





Top marks and congratulations to Scale Models and Pendle for organising the event. Like many others I was so busy on the day that I didn't get a chance to see the actual museum. I said hi to friends on the NSCC display, but most of my day was spent helping out on the SCX display and quickly running one stage of the SCX Classic Rally Proxy.

SCX had a display of all their track types, including SCX Digital, standard analogue (including the analogue style of track mixed with the old), Raid/Off road and compact. The SCX Digital track used some specially converted 1;32 scale Vans (using SCX Nascar chassis). One



of the analogue tracks used the chrono rally loops and start ramp – this was used as the SCXCRP stage.

As with all these events all the tracks were very busy all day and even the little 2CV survived the general public abuse!

In addition to the displays SCX took part in the Battle of the Manufacturers' endurance race. The SCX team was made up from members of "North Staffs Slot Racing Club"; Mark Probert, Mark Wain, John Bailey, Rob Lyons, James Lymer, Katie Alcock, Tony Squires and Dave Maddock.



The team drove an SCX 50610 Audi R8 Pro Spec Car using the event stock motor and finished in 6th place with a total of 713 laps, 8 laps behind Scaleauto, beating Avant Slot and Scalextric. Team NSR finished in first place.

That's all folks, until next time. See you at the next SlotRallyGB event – Round 4 Oxford, 17th July 2011. ■

Collector to Racer

By Jonathan Daniels

How many of the cars in your collection ever turn a wheel? Until about eighteen months ago, most of mine were confined to packing cases in a cupboard, following a series of house moves.

This wasn't the same hobby that led me to join the NSCC way back in 1985, and I began to question why I bothered subscribing to the Club at all? The answer was that a spark of interest still existed, but I'd definitely become bored with the passive nature of my hobby. Whilst I remember some epic battles with friends between Tyrrells and Lotuses during the late 1980s, most of my cars were now too old to be race-worthy, or were Limited Editions that never saw the light of day.

Then, a couple of years ago, a few things happened. Firstly my daughter was invited to a friend's Scalextric birthday party at the Phoenix Scalextric Club. She finished in the top five out of a field of twenty. Secondly, I was passing a model shop I used to visit regularly over twenty years ago. In the window I saw a display of digital Scalextric. I'd occasionally wondered what this was all about, but never had enough time to find out. It sounded like the holy grail of slot car racing with real overtaking. I wasn't in a hurry so I popped into the shop. I felt a bit daft asking all sorts of naive questions such as whether analogue cars work on digital track and vice versa. Although the staff members were very helpful, I wasn't ready to take the plunge just yet. I'm no technophobe, but with a number of slot car manufacturers offering incompatible digital products, I wanted to make the right choice. After all, some of my existing Scalextric had lasted close to fifty years.

Well, Christmas 2009 came and went, and my son received a Roary The Racing Car set from his aunt. Not exactly engaging as the battery powered cars ran at full pelt around the

track once the start button was pressed. That convinced me; at three he was ready for Scalextric, and at seven my daughter had already proven her racing credentials. An idea was starting to form, so I reached for a recent copy of the Journal.

A month later, and following a trip up to Cheshire with my daughter to Mark and Julie at Scale Models, I'd traded my small collection of sixty or so mainly Scalextric cars from the 1950s to the 1990s, for some digital track and a dozen of the latest Scalextric cars with a handful of digital chips. Alright, so I now only had a dozen cars where previously I had sixty, but they were all beautiful models like the Ferrari GTO and Gulf GT40, with amazing detail. Compared with the grotesque 1980s models whose front wheels never touched the track? Well there was no comparison.

What about going digital? Well, for those who've never tried it, I can honestly say it added a whole new dimension of interactivity. The kids still prefer analogue, but if I eventually add a six car power base, I understand it'll be easy enough to switch between the modes.

My collection has increased a little over the last year or so, but the cars I've bought are all raced regularly. They're mainly models of front engined sports cars from the 1950s and the 1960s, like the amazing Shelby Cobra from Revell, and the Mercedes and D-Type Jaguar from Scalextric, together with a few modern Le Mans GT cars like the Morgan Aero 8 from SCX.

The other thing I've done is remove all the ghastly magnets from my cars. Until I did this, I never realised how their insidious introduction into this hobby has probably spoilt the enjoyment of drifting a car around a twisty circuit for a whole generation.

Lastly, I'm no longer going to be caught by

the 'hide it away for posterity' Limited Edition trap. If I genuinely like a model which happens to be a Limited Edition, I'll buy it but to race.

I did pondered over the recent Scalextric James Bond Aston Martin for a while as it's undoubtedly a fine model, should I buy it to race or perhaps, keep for the future (look at the original 1960s one now in terms of value) but no I eventually decided against it. However, if Scalextric were to produce some new models of racing Aston Martins from the 1950s and 1960s that would be a different story and perhaps I would indeed be tempted to add to the collection again? ■



pioneer

By David Lord

P97S70P

Production was slow over the March, April period and only one new car appeared in that time. Steve McQueen's latest ride from Pioneer is the P027 Phantom Bullitt finished in pearlescent white.



As you can see this car comes in the standard Bullitt style box. I wonder if anyone has actually run one of these yet? I would love to see some pictures on track if anyone has some.

This car came as a complete surprise, something I think we can expect more of from



the Pioneer guys. Jules seems to like to throw in these little extras every now then. It takes my mind back to the Stealth Bullitt, still my favourite of the non green Bullitts, I might add. I was thinking about content for a Pitstop when I suddenly got wind of it. My Pitstop features would be some much easier if I could squeeze some information out of him, but I guess that's what makes it more fun.

Anyway, enough of my waffling I hear you say. Let's have some more cars and lots of pictures. OK, here they are.

May saw the arrival of the long awaited P019, this car was announced to be released in March.



The P019 is the first of the '69 Charger that will be released by Pioneer. I think I am right in saying The General Lee will be the next. Early rumours are that Bo and Luke ride will be with us in July.

P019 comes in the 'street Muscle' box theme, again something I think we will see more of.

I would like to think that this picture shows the true quality of the finish and colour of this car, but I fear not. I had seen many pictures prior to the official release and not one of them actually did the car justice. I opened the



cardboard box the car arrived in and the 'Cherry 'Glow' shone brightly through the bubble wrap surrounding the box. Once out of the bubble wrap this car just made my jaw drop. Up 'til now the P005 Bengal Charger has taken pride of place amongst the Pioneer Chargers, but now we have a new contender in town. Time to move the 'Tiger' over.



P019 comes in the 'street muscle' box theme, again something I think we will see more of.

On closer inspection of the car a few things started to seem familiar. Haven't I seen this guy before somewhere?

There must be some dirt left in the car from the factory too as he doesn't seem to want to get his hands dirty on the wheel. Or maybe he's up to no good?



Along with the P019 came two excellent looking cars the P023 'Ace of Spades' and the P025 'Lady Luck'. Or Sam and Jon, as Pioneer seems to have called them. Why? I hear you ask. I'll leave you guessing. Please send entries to Pioneer at NSCC c/o the Editor.



These cars are the first in the 'Street racer' series, can't wait to see what comes next. The street bashed Chargers should certainly not be sitting on the shelf. That would surely be

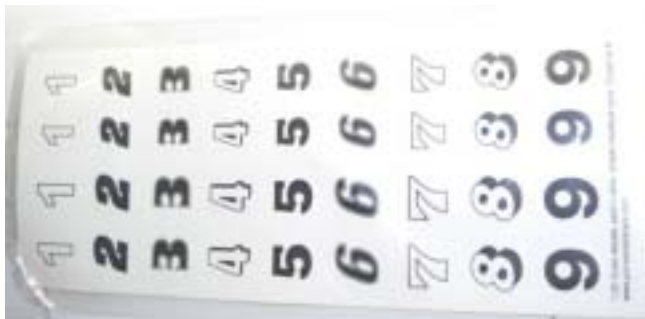




criminal? Why worry about them looking scratched when that's how they come in the first place?

The street racer cars come with a sticker sheet with numbers 1 to 9 in various fonts. So those of you that are running you Chargers can give them a personal touch with you favourite number. It also makes it easier to identify your car on the grid when racing.

P023 has a lovely red interior and the driver



has an excellent pair of sideburns. The keen eyed amongst you may have noticed that some of the Pioneer Chargers have all the windows shut and others the windows open. From the cars I have it would appear that the 'Street Muscle' cars the windows will be open, whereas the 'Street racers' are trying to gain as much speed as possible with all windows firmly closed.

P025 'Lady Luck' is definitely the 'baddy car' The driver is dressed all in black and sports a dodgy 'porn star' moustache. He means business as he cruises around in his all black interior Charger. Or maybe he's a cat burglar on his way to a 'job'?

One thing is for sure, these beautiful cars are not just for racing or collecting dust, but they also get the imagination running wild. ■



Connaught ASLR From AA Bodies

By Clive Mills

The Connaught ASLR was introduced in 1954. It was a two seater based on the Connaught Type A F2 car. It was powered by the Lea Francis based 1500cc engine.

It was entered in many races including Le Mans. The model I have built was raced by Stirling Moss in the 1955 Daily Herald Trophy at Oulton Park. The car won its class and finished 7th overall.



The body is well moulded and can be supplied in resin or fibreglass. I always prefer the later, as I feel that it is a better medium to work with for alterations. As you can see the cut out behind the front wheels are recessed but quit flat. This is acceptable but, I wanted them to be more curved as the real car. When cutting the body, I removed these completely as I did the front air intake. The curved sections were made from some front wing sections from a scrap vintage car kit. (never throw things away as they might be useful). The moulded in cockpit was also cut out.

It was a lot of work to get the correct shape for the curved arches but I feel that the overall look was improved. I have been talking to Dave Yerbury, who makes the bodies, and he said that it would be too difficult to get the body out of the mould with the curve on the wheel arches. For a



new builder it would be quite a daunting task to attempt this, so the original would be nearly as good (and easier!). I now mounted the body to a PCS chassis in the usual way. With a section of plastic box section at the rear, and a post at the front. The wheels would be a problem as the car had large finned brake drums/hubs with the rim bolted to them. I used wheels from an old Scalextric Javelin, sprayed silver and the centre carefully painted black. They look quite like the originals.

A dummy radiator was made from the same kit that the wings cane from. I made the interior and dash from plasticard and used a Protoslot driver. The exhaust was scratch made from aluminium tube. This was simply bent





carefully to shape to get the right curve and cut to length. The finished body was primed and sanded a couple of times to remove any blemishes. Mind you, there were very few and not a single pin hole to fill. Unlike some of the cheaper resins that are around at the moment.

The body was given four coats of cellulose British racing green and after two days polished. Replacement headlamps and rear lamps were also added.

The windscreen is a very simple curved affair, so is easily fitted after trimming with the trusty Dremel. (What did we ever do with out these?) then number plates were made and decals applied.

I am quite pleased with the completed car and I hope that it drives as well as it looks, we shall see in the near future. ■



email: ebaywatch@nscc.co.uk

Despite two free listing weekends boosting listing numbers this month on UK eBay the month has ended with listing numbers around the 13,500 level. There has also been changes introduced on UK eBay to enhance the buyer experience but I don't know who they seem to be listening as they do not appeal to me! You now get you bidding popping up in a little window so you can still see the item and then rebid easily. The jury is out on that one personally, and if you use a snipe bid program it is not relevant anyway. What is more annoying however is that you can not see what time is left on BIN (Buy It Now) listings, only on auction style listings. No your computer is not playing up! Also you can not see the finishing times on completed BIN items either without going into the listing itself. If like me you don't like these changes either which seem to be on the UK site only, make sure you complain to eBay, but don't hold your breath for any reply. I must concede though that whilst having to view your "purchase history" to see what you have bought is not quite as obvious as the old layout at first, the ability to view up to three years history of products may be of some benefit for repeat purchasing patterns. It seems that sellers may benefit as well as listings are now going to be exposed to Australian buyers more, where "There are inventory gaps" or where "Australian buyers already have a high rate of purchasing from overseas sellers" so make sure you have your postal settings correct if you wish to benefit here. This does throw my listing statistics out though as many more items will obviously be seen on both the .co.uk, .com and the .com.au eBay sites. In fact it may put buyers off as they now have to trawl through more duplicate listings. I wonder if they had thought of that. Rant over! Anyway I was hoping to

include some comparisons this month with the Aston's auction at Gaydon, but as no results have been published a week after the auction on their website and with no reply to my email request for the results, I am afraid that different angle will be lost unless any other member has done a report.

Audi R8 again!

Well I hope you picked up my last minute snippet last month about the Scalextric Visitor Centre car as that has been attracting a few big bids on eBay this month. Whilst it was reported to me that a Danish seller managed to get £300 each BIN for a couple of these cars, I could not find the completed listings in my searches for that price from that seller at time of writing, though it was fair to say the seller was listing the car at that price. (Reminder, send the link in please if you spot something like this!) I did spot an early sale at £199 BIN for the Visitor Centre R8 but generally most sales have gone through and current BIN prices are in the £125 to £150 range. The Audi R8 range presentation has made an appearance with £159.95 BIN on Saturday night (190530036429) but less than 12 hours later one made only £100 on auction but the description of Scalextric Audi R8 LMS Car probably did not attract the attention of bidders the same (150602180098) As another went for £152 just over a week later, on a Tuesday afternoon, perhaps £150 is nearer the going rate for these cars. (190530909952) Interestingly and perhaps surprisingly given the smaller numbers made, the Dutch Club car version is struggling to top the £100 mark with several examples going between £70 and £90.

Vanquish

These cars continue to attract some ➡➡

interesting valuations but even I was surprised to see a F1 collection of the four Lotus cars and the Brabham attract a single best offer bid of £715.25 on a Saturday afternoon. (170634822739) Indeed a single black JPS Lotus made only 102€ on Spanish eBay on a Monday night on Spanish eBay Whilst, the Shadows and McLaren's generally seem to fall into a more affordable £25 to £40 bracket depending on the model and day, a Castrol BRM (110683659011) made £77.55, black P167 BRM £53 and dark blue M8C McLaren £51 all on Sunday night from a German seller on UK eBay.

6 Wheelers

A number of these caught my eye this month with a green Scalextric unboxed March making £51 on Thursday night (270750382601) though this was due to one buyer making some 24 bids to chase the price to this level. The car needed new tyres and rear wheel frame to complete it as well! Earlier in the day the under bidder had won a "lighter green Type 2" example for £44. (330566616317). A single green March air box made £10 on Monday night (110688848404) whereas an incomplete car with air box, had made only £7.50 a few days earlier (170640347375) Generally though these 6 wheel March cars are fetching £20 to £30 for good boxed examples. An excellent condition Polistil 6 wheeled Tyrrell attracted good support at £36.56 on a Saturday night (140554126479) A SCX Vintage car blue Tyrrell P34 surely made one seller happy with a £207 selling price on Sunday night (230623288181) However these prices were dwarfed by a Mexican black 6 wheeler model that made 646.66€ on Spanish eBay on Monday night (320698076776) and a white example that made 462.23€ a few minutes later (320698079045) Topping this though was a MB orange Banco Occidental spelt "Tyrrel" that made an eye watering 822€ on Sunday night on Spanish eBay. (290565963099)

Following on from last month's chat about a Bond set, the seller succumbed to an offer of £1500 for the set after originally asking nearer £1900 if you recall. Incidentally I believe this

was a price that the set in the Gaydon auction reached, but it did not sell having failed to reach its reserve. Potentially bargain Bond cars spotted on one Wednesday night this month included an Aston at £395, though it was in need of a clean and missing a sunroof and passenger (270746621132) and a Mercedes again missing the passenger at £267.50 (270746621987).

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

CATERHAM 7 SUPERLIGHT GULF MG XPOWER SCALEXTRIC C2490 £99.99 (Single bidder on Tuesday night 260780834072) two female scalextric figures £17.89 (2 Quattro Japanese pit girl figures on Gaydon Sunday lunchtime 280679071366)

Vintage Wrenn Formula 152 Model Motor Racing Set + bits £73 (4 cars plus loads of spares, figures and paperwork. Sunday night bargain? 150608940963)

Wrenn 152 yellow ref RC3 Ferrari Grand Prix car £43 (Same car that was in above set on same night 310320753281)

SCALEXTRIC C350 WILLIAMS CASIO ONLY GIVEN TO SPONSORS £34.34 (Blue and white type 2 unboxed example on Thursday afternoon 330562602252)

Scalextric Tri-ang MM/A263 Presentation Trophy Set £94 (Excellent example on card on Thursday night 180666401535)

Scalextric C2413 Chevrolet Camaro "Bob Jane" no7 m/b £128.99 (good price for a Wednesday night. 250812064443)

Scalextric Jaguar XJ 220 Cummins. Mint Condition. £80 (Single bid on Monday morning. Bet buyer was pleased they did not take the £180 BIN option on this item! 260779245767)

Scalextric Batmobile £4.99 (Latest version on Sunday night 170645167162)

Scalextric Pink-Kar Slot Car Bugatti TIPO 59 – White £97 (MB example on Sunday night 230623245494)

scalextric perris bugatti boxed with instruction superb £500 (BIN price but item relisted due to non paying bidder if you looked at relisting 220791084030)

SCALEXTRIC TRIANG 1960S C67 LOTUS

EX CON BOXED CAR £51 (Maybe the rear White yes white wheels helped this bidding. 180671005169)

Scalextric Morris Mini 621AOK UK Slot Car Festival 2011 £107 (Tuesday night. Cheaper if you picked one up at Gaydon! 250822687016)

VINTAGE SLOT BMW CARENATA MOTORCYCLE SIDECAR ITALY 1966 \$74.99 (Made in Italy by National Toys in 1966. Blue model similar looking to Scalextric model from Argentinean seller on US eBay on Sunday afternoon 260788449397)

scalextric car, simpsons sea blue vectra, very rare £206 (Bodyshell only with decoration of a shark on the bonnet and Homer on the roof on Tuesday night 220780553877)

Extremely rare pink TVR scalextric car body £137.79 (Speed 12 body shell trial? On Saturday night 220780568581) ■

NSCC Club Cars For Sale!

We still have a very limited number of the previous years Club cars for sale as follows, all including P & P for the UK, members abroad please add a further £5 to the total:

Ninco Renault Megane 2006 - £90.00

SCX Skoda Fabia 2008 - £35.00

Ninco Lotus Exige GT3 2009 - £50.00

Scalextric Jaguar - £41.00 (in crystal case) or £47.00 (in presentation box)

Please email your order to

