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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Not long To Wait Now

Very soon, by the time you read this, many of us will be getting ready to attend the Slotcar Festival at the Heritage Motor Centre, Gaydon, hopefully basking in bright sunshine as we all were at Donington and Brooklands last year. I for one am looking forward to the event not least because it's a chance to get away from it all for the weekend.

Of course the NSCC will have a presence there with the usual stand and two tracks, willingly staffed by not only the usual Committee members but some volunteers also, so firstly thanks to those that are attending to assist us, you know who you are.

I wish the organisers every success with the event and hope it goes well for them, because of course if we all do not support it then we risk a similar event not occurring in the future, so come along and show yourselves, fellow spods!

Of course once this event is over there are other events to look forward to and they also require the membership's support, this includes the newly announced Northern swapmeet and also this year's Ramsgate weekend, where we have increased the attendance numbers to ensure as many members as possible get a chance to attend and build upon the success of last year's event. Initial details are on the enclosed application form and also in this month's Chairman's Chat so I would urge you to get your application in sooner rather than later.

Moving on then and you will see this month that we as a Club having been busy promoting ourselves and consequentially attend the Piazza Italia event at Horsham, which I can say was very enjoyable with something to do for all the family, the wife particularly enjoyed the wine tasting tour!

Events like this are an excellent way for us as Club to increase our profile whilst also contributing to Club funds and charities, so if anyone knows of similar events in the future please do let one of the Committee know about it and we may be able to attend locally to you.

So until next month

Jeremy



MESSAGES FROM MARGATE

email: factory@nsc.co.uk

By Peter Simpson

I'm convinced that Jeremy must have an arrangement with my slotcar supplier: every time I submit my report detailing expected new releases, a car drops through the letterbox that wasn't on my list! Once again last month, I delivered the article to Jeremy's and waiting for me at home was the beautiful, blue Essex liveried Porsche Spyder, C3086. As I first reported on the prototype model way back in October 2010, I can justify further pictures of it again here as the earlier ones were of the sign-off version. In all honesty, very little has changed and this still looks to be a nice representation of the 2009 Spa 1,000km car: the only differences I spotted between this and the sign-off model is a black rather than silver visor and the addition of a Danish flag to the front splitter. Mine is already chipped and handles as well as the previous iterations did in analogue.



New Releases

Before getting on to the new cars, a rather small, but important, detail has been amended, the car locating screw in the boxes has been improved. Excuse the anorak like enthusiasm but Scalextric



have now introduced a fixing that can be undone without recourse to a tool set! The latest iteration is a vast enhancement, especially after last year's version, and makes extracting the car from the box much less of a chore. OK, own up how many of you didn't even realise that the car was intended to come out of the packing?

The first new car to arrive this month was the Scalextric Club car, Audi R8 LMS, C3232. This represents the car as run by Team Phoenix Racing at the ADAC Nurburgring 24 hour race in 2010 resplendent in Porta livery. Although setting a theme for a car collection is often suggested, DON'T choose this race, unless→



you have plenty of pocket money. As it takes place over a combination of the GP circuit (3.2 miles) and the famous Nordschleife (13 miles), the total entry list comprises over 200 cars.

Previously this team's 2009 car has been released as C3045 sporting race number 98 as sponsored by Bilstein. This earlier car was the first version of the R8 to be released by Scalextric in 2010, albeit a Super Resistant version rather than the High Detailed model now available. This iteration of the Audi has been nominated as the car which will form the basis for this year's special releases for the various clubs and promotional events; employed in much the same manner as the Mercedes 722 in 2010. For those who have joined the Dutch club, SLN, this year's car is also not far away.



Other new cars due in the UK by the time you read this are the fabulous new MGB, C3143, as illustrated in February, a gold Nissan GT-R, C3174, and two versions of the Ford GT-R: Piloti, C3088 and Black Swan C3136. Although the preview images of the Piloti were only pictured last month, here are a couple of photos of the sign-off car.

Several other cars which had progressed to



the sign-off stage were available to photograph: I had missed a couple of these in the past as they had first been whisked away to Nuremburg and then taken for official photographing.



First up is the Beetle. Originally pictured back in February, here's another image showing the Digi-plug equipped underpan. Apologies to any VW fans, but I can't wait to set five of these as "ghost-cars", driving round at Sunday speed, whilst I manoeuvre the flower-power Mini around them.

Seen for the first time with its final livery was the Ford RS 200, C3156. This represents the car driven by Kalle Grundle and Benny Melander that finished 3rd in the 1986 Rally Sweden. This





may not have been Ford's most successful rally car but it certainly was the best looking, even if it was built by Reliant!

Another car not far from the shops is the Lamborghini Gallardo GT-R, C3135. Shown here is the approval model so it should not be too far away from release.



Although not scheduled for release until Q3, one of the cars from the Turbo Flyers set, C1278, had also been approved for manufacture. This is a rather striking orange Nissan, designated C3244W.



The last car to be seen was a red Audi R8, C3177, due out in Q2. This represents a car which Audi are making available so that customers can contest races with a factory prepared and entered car, run by Joest, one of the most experienced Le Mans entrants.



Some may be disappointed that the forthcoming black Dodge, C3218 won't quite be as originally planned due to another take on licensing issues: the finish will now be gloss as the proposed matt finish could be interpreted as representing a car whose signature paint scheme is protected. I can add that it is now VERY shiny and a pain to photograph.



Also available to photograph was the 2010 version of the Schumacher Mercedes, bearing race # 3. This would make it C3146. However, the example I saw also had the detailed →





helmet that would make it the Limited Edition version, C3148A. Either way, both versions can be expected fairly soon.

Final new models were the two Start GT cars from the Pro Racing Series set due in Q2. Previous photos were of the plain white test models; this time I managed to get photos of the first cars moulded in colour with tampon detailing, resplendent with the stickers to be supplied in the set.

The 22nd July release of Cars2 is approaching fast so speculation on the subject of the second car builds. Will it be Finn McMissile or, as stated by one of the on-line traders, something altogether more interesting? Sorry,

sworn to secrecy on this one. If you can't wait, then why not create your own Nigel Gearsley from one of the Pro Kits? No matter which car is released, Scalextric already have quite a few cast members available, ready for film fans to re-livify.

With the previous demonstration layout having earned its keep at Nuremburg, Adrian has taken the opportunity to revise the factory test track. The incorporation of a series of crossovers adds interest, especially when trying to negotiate a route into the pit lane. As many sets come with these pieces it's a good way of using them in a circuit.





Gone Digital

I did promise to mention anything that I observed once I'd started playing with my Advanced 6-Car Powerbase. Well, as I'd been waiting a while, I'd had the opportunity to read some of the reviews, reports and helpful hints that were already available. When first turning on the powerbase, don't forget to check the display for the build standard. The information that flashes up is the software build standard. Now, anyone that has experienced the apparently random changes to reliability within the windows operating system may be excused for questioning the relative risks and benefits of upgrading the software. The very fact that the developers have arrived at issue "1" after several iterations should ring alarm bells, but I'm told that's the conventional way for software engineers to count!

Amazingly I hadn't read any adverse comments on the instructions provided by Scalextric. So I guess that either I'm getting too old, too grumpy or just too impatient but on initial reading the instructions failed to give sufficient advice for me to start to run cars. An attempt has been made to provide simple tree-structures for the selection of parameters but, without an overview or basic notes, these don't quite work. Eventually I did manage to navigate the command sequence but it was far too painful. A "Getting Started" section detailing nothing more than how to programme cars, would have been helpful.

I can only recommend that others mimic my methods – search the web and gain an understanding of the command structure. A visit to the Scalextric site and navigating to "Customer Care" / "Top Tips and Advice" / "Scalextric Digital" is highly recommended; contained here is information critical to getting started, but not so easy to locate in the instruction book. The video files make it clear how to programme a car's I.D, view race results and, for the more adventurous, take the system a step further by connecting to a PC. Once the digital world is engaged, the simple, analogue age can be put behind: you're now into firmware updates, spurious errors, compatibility issues and all the other elements associated with computing. There's no point in complaining when things go wrong as they probably haven't – you've merely exposed an unforeseen failure mode. New technology – new terminology. Whilst there's no doubt that digital reveals a whole new means of enjoying slot cars, it also has huge potential to frustrate. Oh, and don't forget that the braids still get dirty and track pieces still suffer from intermittent contacts but you can now include a raft of other potential failure modes when things don't work as anticipated.

Having now spent rather a lot of hours learning the command rules I have to admit that I'm hooked – the concept of racing against other cars is subtly different when compared to analogue where, apart from chicanes and ➡➡



crossovers, the other cars can pretty well be ignored. With digital, although they just keep getting in the way, there is the ability to take evasive action and swap lanes.

Airfix Cars Kits

For those interested in building cars not available as RTR British outline slot cars, Airfix have reintroduced the Triumph Herald and TR4a, Aston DB5, Mk1 Escort, MGB and the E-Type Jaguar.



It's good to see these available again as some eBay traders have been enjoying rather inflated prices in recent years. Although some are listed as "new" these still employ the original moulds and have been the basis of slot car conversions for many years. Just find a Scalextric car with the same wheelbase at the next swap meet and a



cheap conversion is easily accomplished. Also spotted in the display area at the factory was the Original Cadbury Chocolate Machine Money Box bringing back memories, for those old enough, to remember the days before slot cars needed magnets!

NSCC at Horsham

It was good to see the Club represented at the recent Piazza Italia event in Horsham. Some NSCC members were to be found hard at work on Good Friday raising funds and providing entertainment to the denizens of West Sussex. A report will be published separately but everyone there on the day that Karen and I breezed through were certainly working very hard to add to Club funds and raise awareness of the NSCC.

So, with some spare time before the next article is due, I'm off to chase those pesky 911s with the RS Spyder. Digital – who needs friends to enjoy slot cars? ■





This month we kick off with Proto Slot Kit and the Team Cooper Leyland transporter kit, mine has a few extras from the spares box including a modified opening rear door and a female passenger to help keep the driver alert. The kit is built using PSK's own truck mechanicals and runs reasonably well for its size. My good friend Ian "The Barber" Tyrer has built a Penelope Pitlane Competition in-line chassis for my PSK Lister-Jaguar, which hopefully I will run at the MRE Classic Le Mans meeting at Wolves on Sunday May 8th. Instead of the normal works, Cunningham or Ecurie Belgium livery I have gone for Jim Clark's Border Reivers #56 car that he drove to a win in the 1959 Bo'ness hill climb. New releases from PSK include the Ferrari 250 GTB4 #57 of Noblet / Dubois that finished 10th overall at Le Mans in 1966 and the #29 Piers Courage / Roy Pike 250GTB4 from the same year along with the Aston Martin DBR1 entries from Le Mans 1958 as the #2 Moss / Brabham, #3 Brooks / Trintignant or #4 Salvadori / Lewis-Evans machines.



Proto Slot Lister Jaguar

Sticking with Aston Martin I have now completed my GP. Miniatures version of the Aston Martin Zagato as Jim Clark's #3 Goodwood entry 2VEV. Graham's kits are as ever superbly detailed and very well cast. Mine is mounted on a PCS chassis with PSR motor, PRS wheels and Slot.It axles, gears and guide. The paint is California Sage, which Graham reliably informs me is the correct shade. I gather that the DB4GT and the HRG are both nearing the production stage, possibly Graham may ➡



Proto Slot Kit Team Cooper Leyland Transporter



G.P. Miniatures Aston Martin Zagato

have some by the time we go to Gaydon. Two builds I've managed to squeeze in this month are the Reinecke Motor Sports (RMS) Cheetah and Datsun 510 pick-up truck; both are fantasy liveries with the truck in similar colours to the BRE / Simonize 510 TransAm car of John Morton.



RMS Cheetah and Datsun 510 Pick-up truck

Two more cars that I have finally got around to completing are the two AA Bodies Can-Am machines. The kits are based on the BRM P154 #98 as driven by George Eaton at Mosport in 1970 and the March 707 driven by Chris Amon at Donnybrook the same year. The March uses a Slot.It HRS chassis, while the BRM uses a Penelope Pitlane one, with both having Slot.It mechanicals and superb wheels and inserts from Maxi Models. Penelope Pitlane are close on releasing a version of the famous F2 1952-53 World Championship winning Ferrari 500. Two cars I've just finished from OCAR are the #3 Jaguar XJ12C of Derek Bell / Andy Rouse that



AA Bodies BRM P544 and March 707

finished 2nd in the 1977 Nurburgring 4 hours, and the #2 Audi Sport Quattro, while just released are the TRV Vixen Series 1 and Vauxhall Firenza (Oulton Park).



OCAR Jaguar XJ12C and Audi Sport Quattro

Back now to France and Le Mans Miniatures have just released their 1973 Alpine A310 in blue and yellow road going liveries, while MMK have a Limited Edition 1938 Le Mans winning #15 Delahaye 135S of Chaboud / Tremoulet complete with opening bonnet and engine detail. They also have released the #2 Maserati Tipo 152 from Le Mans 1964 and in conjunction with GMC they have the #80 Alfa Romeo 8C 2900 from the 1940 Mille Miglia.

Moving on to RTR cars and Top Slot have released the Mercedes W196S as the #20 machine of Karl Kling that finished just 0.1 seconds behind team leader Fangio on the cars debut at Rheims in the 1954 French GP. NRS have been busy with three versions of their new

Corvette C6R as either red or blue prototypes or as a plain white kit. In addition there is the Piper Team Gunston entered #1 Porsche 917K of Attwood / Love from Kyalami 1970 (rtd brakes), the #8 Alan Mann entered Ford MK II GT40 of Sir John Whitmore / Frank Gardner from Le Mans 1966 (rtd clutch), the #4 Holman Moody Ford MK IV of Hulme / Ruby (rtd acc) from Le Mans 1967 and the 2008 #5 Porsche 997 from the Rally De Costa Portugal.



Top Slot Mercedes Benz W196S Karl Kling

Scale Auto have released their 1/24th scale BMW M3GTR as the #92 Rahal Letterman Racing entry of Muller / Milner that finished 22nd at Sebring in 2009.



MTR32 BMW V12 LMR Le Mans Winner 1999

Finally my good friend Milan at MTR32 has released the two 2007 Oreca Racing Saleen S7R's of #54 Prost / Belloc / Gropi and the #55 of Lapierre / Ortelli / Ayari, as well as three versions of the BMW V12 LMR as the Le Mans 1999 winning #15 of Martini / Dalmás / Winkelhock, #18 5th placed car of Bscher / Auberlen / Soper and the #42 2000 ALMS car of Muller / Lehto. ■



As reported in this column last month, the good news from Gaugemaster, the UK distributors, is that new models are expected over here from Fly in May and others to follow later in the year. No pictures of the actual models were available at the time of preparing this report, so I have included pictures of some of the actual cars upon which these models are based.



There are two versions of the Fiat Grande Punto: one as driven by Miguel Fuster and J.V.Medina in the 2008 Villajoyosa Rally with Fly reference number M04101. The other



version, with the reference number M04102 is from the Portugal Rally 2008 as driven by P. Fontes and A.Costa.

Two Porsches are also expected a 911S and a 908/2. The Porsche 911S is the 1968 Trans Am winner driven by Tony Adamowicz in bright orange and carrying race #7, Fly reference number F17101. The Porsche 908/2 is the 1969 Targa Florio winning car driven by Gerhard Mitter and Udo Schutz, Fly reference number F20101.



A further version of the Ferrari 250 LM that we looked at in more detail in January is also expected. This time it is the British Racing Green 1965 Sebring car (race # 31) as driven by David Piper and Tony Maggs. The car finished third overall in the race despite a torrential downpour that flooded the track. Fly reference number FO2104.

There are also two Formula One cars a Williams FW07 and a Lotus 78. The Williams is the car as driven by Geoff Lees in the 1980 US



GP East. Reference number F01105. The Lotus, as we mentioned in the March Journal, is the one driven to victory by Mario Andretti in the 1977 US Grand Prix West. Reference number F27101.

The cars are available to pre order now. As regards prices; the Grande Puntos are the cheapest at £32.95 all the others are £49.95 except the Lotus 78 which at £52.95 is the most expensive of the models listed here. The prices are based on those quoted by the UK distributor and as ever it may pay to shop around.

There is still no functioning Fly website that I can access, just one under construction – unless you know better of course. I am not sure how the Fly reference sequence works, do you?

Hopefully some of these cars will have arrived by next month and maybe we can show some pictures of the cars themselves.

Finally and I digress; I have added to my collection with a couple of bargain Nissans by Auto Art (Fairlady) and HPI (Skyline) as recommended by Stephen Langford (eBay Watch it the March Journal) and also treated myself to a Scalextric digital set which I am experimenting with. My Racer Audi has also arrived in the post. The Racer cars do seem to improve year on year. ■

So How Did It All Start?

By Andy Carmichael

Many of you will know Mr Chair has a certain interest around MRRC items but my love for the products of this old company came about as a result of finally getting a Scalextric set at Christmas in 1974, a Scalextric Super 8 set if memory serves me well, containing two 'jelly mould' Shadow cars, thanks to my Mum's good nature the box is still in her loft gathering dust! Now I had wanted a Scalextric for years but to me at the time this toy seemed to be something that only rich or big kids received with only two school mates having sets, certainly having a Scalextric made these guys lots of friends!

I recall my face pressed up against the window of the Model Racing Car Centre at 392 Brockley Road which was only a couple of hundred yards from our family home in South East London. Every Saturday when I went 'up the top' to get spuds from the greengrocers with my Dad, I would pass the slot layout in the window. This Shop sold proper racing tackle not the Scalextric toy nonsense and was a definite big kids haven being the business premises of Taylormade. They produced some serious racing kit such as gears and chassis components that are still used and sought by retro racers today, yet as a boy the idea of just owning a toy that raced like this was a far off dream. Like many kids I had been pacified with 'alternatives' which I suspect were more viable to the family budget rather than any penny pinching from my folks. The first of these was a Matchbox Motorway Set, a long wire spring moved through a channel in each road carriageway and a plastic pin stuck to the car allowed your diecast Lesneys to become mobile by attaching to the spring. I vividly remember my blue Iso Grifo racing my Brothers green Ferrari Berlinetta, however excitement was short lived as one lane always ran slower than the other and even flat out the cars would not crash! So the next set I was bought was a Winfield (Good Ole Woolies Brand) battery operated

racing set, this was bought as a holiday present to occupy my time during the long summer break and as a test to see if the enthusiasm for an expensive Scalextric would wain. Well I'm not sure what tipped the balance in my favour, the fact I wore the little six volt cars out? How quiet it kept my Bruv and I? Or the huge consumption of batteries that my poor Father had to keep up with? That Christmas Scalextric became part of my life and a red C7 Mini Cooper with flared arches joined my stable as an extra and my Dad joined in by buying his own car a C13 Tiger Special (Reissue of the Electra). But this is when the trouble started.....I wanted more cars but the range was very limited and I had very little pocket money, 50 pence a week that's 10 shillings in real money (Four half crowns!). This was also a time when 'Scalextric' was in decline and the boom of slot had ended.

I embarked on a strategy of trying to find second hand Scalextric cars from model shops across London, my Dad was a fantastic encouragement (not sure my Mum agreed!) taking me to shops all over London but especially North London near to the bus garages where he worked. I started to discover other slot car stuff, old Minimodels Scalextric and new Airfix cars.....allsorts of slot car bobs and bits were uncovered and found their way into our house. An Airfix Sharknose Ferrari from a pram shop in Kensal Rise, a Airfix MRRC Lotus Cortina in a model shop on Edgware Road, a faded pink C74 Austin Healey from a newsagents who also did some trains in Falconwood and even some weird sections of rubber track from a toy shop under the railway arches at Shepherd's Bush.

One special lady deserves a mention, she ran the Lewisham Model Centre with her grown up son and always tried to help me, digging out big boxes of slot car bits from the back of the shop. There were Airfix bodysells, various tyres, axles, wheels, battered Minic Motorway cars and allsorts and I happily spent my ten bob ➡➡



Extract from 1968 Airfix/ MRRC Catalogue showing wealth of range

and a little extra thanks to Dad. Some years ago I wrote in the Journal about buying my James Bond Aston Martin from this very shop for £1.50p, you'll need to dig through your back issues for this or look through the Journal archive on the NSCC website.

Now you maybe asking what's this got to do with my obsession with MRRC? Well as part of my slot car quest I bought some very tired Formula Junior cars from a mate at school for 25 pence (five bob was a lot, that was over a shilling each!) and managed to get one working but the project came to a halt as the cars were missing confounded little motor brushes. I rang the Rovex Service Centre in Ramsgate and they gave me the grim news that spares for these cars were long gone, however they suggested contacting MRRC in Bournemouth who still made and stocked slot bits, they were bound to

have something that would fit. I dug through my old copies of Airfix Magazines from about 1972 and found an advert for Airfix MRRC and voila I was ringing them. A very helpful man listened to my problem and suggested using a motor brush for one of their Slimline range cars but I would need to file the brush down to fit. Within a week of sending a stamped and addressed envelope and a cheque drawn on my Mum's bank my spare brushes arrived, I filed down the brushes and another two FJs were running, unfortunately one never worked as the armature had been burned out (RIP). Now with my order came a list of spares, it was a series of duplicated sheets of a hand typed list and the items on this list just fascinated me, build your own slot cars kits of types like the Aston Martin DB5, Ferrari 250 LM, Porsche Carrera and some oddity called a Felday Ford which I had never heard off,



The MRRC list of spares

they even advertised four wheel drive cars. Folks it really was at this point that I was hooked and I wanted to know more!

The culmination to this came in Summer 1976 when I went on holiday to the New Forest with my Father, what a holiday with many highlights, Bovington Tank Museum, my Dad falling off the cliff at Lulworth Cove and most importantly a trip to MRRC which I recall was

then called Barry's of Bournemouth. The MRRC base was a far cry from the modern factory, a central courtyard car park was surrounded by two storey workshops and the reception was up a flight of external steps into what looked like an upstairs shed. Holiday funds spent out with some parental subsidy I came out of there with a Clubman Slimline Aston Martin kit and my Dad bought kits of the Indi Novi Ferguson and Felday Ford, he purchased the latter as he had just moved into his new home in Felday Road in London and this seemed a good omen.

Unfortunately I think the original stock and price list sent to me by MRRC has been lost, but I have included a picture extract of the 1982 stock list but with 1983 prices written on it, a slot racing kit for £8.80p and a pack of tyres for 76p! If only I had the purchasing power then that I can sometimes support now!

Hopefully in the near future I will tell you about some interesting MRRC development items. ■



MRRC Aston Martin DB5 Kit 1983, what my 15 year old eyes saw at MRRC in Bournemouth!

The NSCC at Piazza Italia, Horsham 2011

By Chris Holt

For the last five years over the Easter weekend, Horsham has held a festival of all things Italian. Organised by the local council and supported by the Rotary Club and many local businesses (ourselves at La Source included), the event has grown substantially and last year recorded footfall through the town of over 100,000 people throughout the three day event.

There are many varied attractions including: Authentic Italian market, street performers, street theatre, face painting for the kids, Italian wine tasting trails and more tenors than you can throw a stick at (to name but a few).

The real draw though is the cars and bikes! This year over 90 privately owned Ferraris

graced the town's sun drenched streets supported by Lamborghini, Zonda, De Tomasa, Maserati, Ducatti, Modded-up Vespas and Lambrettas, Fiat 500s, Alpha Romeo, Mini Coopers (The Italian Job in case you're wondering why!) and a shed-full of others that I just didn't get the chance to get a look at! Petrol head heaven my friends, petrol head heaven!

Cars and culture - sounds lovely doesn't it? But what's this have to do with slotcars and our beloved Club? Well I'll tell you!

The last two events have also featured a slot car circuit sponsored by a local business and run for the benefit of our local charities in the shopping centre at the heart of our town.





Unfortunately this year the sponsor was unable to participate and so it looked as though we would have to do without.

It was always a popular feature and I wondered whether or not we could find another way to stage a slot-related event through the contacts I had made throughout my time as a Club member. With only two weeks to go, it was a tall order, but nothing ventured....

We approached Hornby (who have sent the promo lorry before), but they were unavailable this time, so I called Peter Solari to see if the Ninco guys might be interested in a bit of promotion. Sadly for them the deadline was a bit too tight so it was looking tricky.

Then, in conversation with Peter the bright idea of asking the Club emerged and so the calls started. Peter contacted various Committee members and things began to move. A visit from Paul Yates to our shop in Horsham to discuss the logistics and he was off like a man possessed



organising meetings with the shopping centre management, the town centre manager and anyone else that needed talking to!

I was desperately trying to find sponsorship to cover the (only) cost of the tables for the track and failing miserably as all the main sponsors were 'budgeted-out' at this late stage, but at least managed to secure free pizzas from Pizza Express for all the volunteers (a result that, as Paul said, was a key tool in the recruitment of volunteer helpers!) A last minute snag over Public Liability insurance almost scuppered the thing totally at the eleventh hour, but Stephen Barber got on the case and the hurdle was overcome. We also at this point had no prizes as an incentive despite various efforts, until the town centre manager came up with two cracking Scalextric boxed sets set aside from Hornbys previous involvement and that too was sorted.

So it was then, that on the Thursday evening, the night before the event, Peter Solariturned up with a blinding Ninco track, ➡➡





Paul with the NSCC stuff and they both set about getting things prepped-up for the following day.

A bit of a new venture for the Club then, and there were some nerves (despite me trying to quell them!) about how many people would be interested and whether all the effort would be rewarded.

So then, Friday came, the Ferraris came, the sun came and the wannabee Hamiltons came! 187 in total on day one – costs covered easily, relief all round, fun all round – exhaustion all round! Brilliant!

Saturday came, the Mini Coopers came, the sun came and another 190 future world champions came and, as for the rest, well same as Friday really!

The same story for Monday too with another 190 smiling and laughing racers enjoying the track before they went on to drool

over the De Tomasas, Lambos, Maseratis etc. not to mention the other great entertainment on offer throughout Horsham.

All in all, from my point of view as both a Club member and an event sponsor, a resounding success! Loads of great PR for the Club, great feedback from both the public and the town centre management, and £243 raised for our local charities with about the same again for the Club!

None of this could have been achieved without the tremendous efforts of Paul Yates (who after all the dust had settled, was still there at 11.30 pm. to take the track down and clear up) and Peter Solari who got the ball rolling and provided the track. I must also mention the shopping centre management team and the Horsham district council team who worked really hard with little time to make this happen. It could also certainly not have happened





without the volunteer club helpers Richard James, Shaun Bennett, Elysabeth and Pip Yates, Peter Simpson and Karen Emerson, Jeremy and Denise Naylor, Stephen Barber and Sandi Harris to whom I would like to give my sincere thanks as well, helping to make our already fantastic annual event even better.

I really hope that we can do the same again next year (with a bit more time for planning!) as I am convinced that events like these are a great way to promote our Club and begin to raise the profile and membership numbers. I also hope that members who live within a viable distance from Horsham will come to Piazza Italia next year and see what all the fuss is about! ■

How It All Started, A Collector's Tale

By Karl Cornell

As like most of you I had a Scalextric set when I was young but this set was my brothers (who is 8 years older than me) and this consisted of two Mini Clubmans and was known as set 300 at the time.

Fast forward on to the early 1980s and I was given the XR3i set for Christmas. I will always remember seeing how many black tyre marks I could get on the yellow skid chicane by placing an obstacle in the way on the track and just spinning the wheels. As like most others, my relatives gave me money for Christmas and this was put to good use, at my local model shop which, once open after the festive season was visited (after convincing my dad to drive the whole 3 miles!) where I purchased two racing rigs Knight Raider and Rebel Rig to join the set.

Upon arriving back home I set to work on gluing all the chrome on the trucks but this did not last long on the banked curves and it was very soon destroyed. As time passed the Scalextric was shelved and ultimately given to the dustman by my parents.

Moving to 1988 I started to work in that same model shop (Garnells) that I had spent many days in as a kid and to this day I will always remember the white bison Datsun that sat in the display cabinet in the shop (I need a time machine). Nothing really sold in the shop as many of the old Scalextric cars and trucks were still there as well as old shop catalogues from earlier years and this started me thinking back when I had the first Scalextric, although now I was in to R/C models so it was a little while before I purchased another Scalextric set.

The shop owner decided to retire soon after and so all of stock was sold off cheap, this is when I brought the one and only Mighty Metro Set which quickly followed on with many more sets. It was then that I started to look in the local paper for the cars I had as a kid but I ended up buying some old '60s cars, C69 Ferrari 250 in

red and blue both boxed, a C7 mini type 3 yellow and a 4 lane Grand Prix set with Europa Vee and panthers for £40 the lot. Now the bug had really bitten, but I did not find the NSCC until 1995 even though I had been going to Bishop Stortford swapmeet since 1993!

This was the start of a very long road but a great learning curve as I did not know the values or rarity of anything I had brought or what I continued to buy. In 1997 I decided to sell my collection which also included a TR4 that I paid £5 for from Harlow market and many other '60s/'70s cars that had come from toy fairs, boot sales and second hand shops to Westwood models for £600 without realising the rarity and value of some of the models. I sold the collection so I could focus on collecting Fords only.

With £600 burning a hole in my pocket it did not take long to collect most of them, and yet again my collection has now sprung off in all directions with no real theme but I do try and complete all the sets of cars eg. Beetles, Vectras and different type variations plus the one stipulation is that they all must work and be complete before going on display. This is still the best part of the hobby to me, finding the parts to make a complete car and rebuilding the good old RX motor. Over the years my collection has grown to over 1,150 complete cars (all Scalextric) all on display, over 85 prototypes, as well as 200 duplicate/spares/restoration cars and nearly all the buildings and every catalogue in duplicate (one to read and the other in a folder). I also have all the Roger Gillham books and I believe these are a good starting reference point for anybody.

I have been a member of this great Club for 16 years and have made a lot of friends I try to attend every swapmeet and spend a lot of time on eBay when there are no swapmeets. I still chase the bargains and they do turn up but this I will reveal in another article. ■



GT Models Review - Part Four

By Phil Insull

Here we are then at the fourth and (for now) final review of the GT Models range of kits.

This time I completed two of the most diametrically opposed Can-Am cars in the history of the series.

The first is the all conquering McLaren M8B from the 1969 season, the two team cars of #4 Bruce McLaren and #5 Denny Hulme carried on from where they had left off in 1968 only this time they won all 11 races between them. Bruce scored 6 wins to Denny's 5 and secured the championship as well, while they also scored eight 1-2 finishes during the season. I have chosen to model mine on Denny "The Bear" Hulme's #5 machine although the decals provided with the kit allow you to build either car. The kit comprises body shell, chassis, wing, struts, cockpit, driver, engine with intake stacks, mirrors, radiator, screen and rear panel with exhausts. I also chose to use George's scale resin



The McLaren's huge wing (just don't knock it off!)

wheels, inserts and tyres. Mechanically I have fitted a PRS Mabuchi in the side-winder chassis and used Slot.It pinion, blue side-winder crown gear, axles and deep track guide. The shell was primed with Halfords grey followed by two coats of Tamiya orange, which looked close enough to the so called "Gulf" orange or papaya colour used on the real cars. In reality the colour I used is a little dark if I'm being honest and it would have been better to source a shade closer to the real thing. The wing is sprayed aluminium as is the cockpit and engine block, while the struts are black and the trumpets are black metal cote and lightly polished. Denny wears plain off-white race suit with his familiar silver helmet sporting the twin black stripes. After decals are applied the car is finished with two coats of Klear and left to dry for 24 hours, then we are ready to run. On the Wolves International track times hovered around the 11 second mark which given my fear of breaking that fragile looking rear wing wasn't too bad, wheels and tyres were fine with no issues with concentricity or tyre bounce. On a steel rail track fitted up with a slightly punchier motor and a magnet I'm sure the M8B would be just as fast a projectile as the real deal was back in that glorious autumn of 1969. ➡



McLaren M8B #5 Denny Hulme 1969

Dimensionally the kit appears spot on and as ever requires very little cleaning up before painting and assembly and goes together with the ease with which I am becoming accustomed with GT Models kits.



The 1967 Shelby King Cobra #55 Jerry Titus

The second car is based on the 1967 Shelby King Cobra, which appeared twice during the season at Riverside and Las Vegas in the hands of Trans-Am ace Jerry Titus. Powered by a 6.2 litre Gurney-Weslake headed Ford V8 the car proved to be something of a dud. Titus drove with his customary zeal to qualify 13th both times but during the races the off the pace machine

retired both times with relatively minor troubles. Disillusioned by the lack of performance Ford quietly shelved the project, never truly coming to grips with the Chevrolet powered Lolas and McLarens. The kit again has body, chassis, motor pod, cockpit, engine, screen, roll bar, mirrors and filler caps and certainly looks just like the real thing. I used a yellow can Scale Auto motor, NSR pinion and crown, Slot.It axles and wheels with repainted Lancia 5 spoke inserts and my favoured Slot.It deep flag guide. The body and chassis (it forms the body sides) are primed first grey and then white followed by two coats of Humbrol acrylic yellow. There really is no choice of livery for this car as it was only ever raced in this colour scheme; however the decals are spot on to the real thing. Only nonstandard modification was to discard the radiator moulding and use some fine black mesh material glued inside the aperture to simulate the grilles, and save a bit of weight. Performance wise the King Cobra was pretty even with the M8B (If only the real car had been!) lapping around 11 seconds at Wolves, again with magnet and hotter motor I'd expect the car to be quicker for those of you running on steel rail tracks.



Fantasy race the 67 King Cobra v the 69 McLaren

The third and fourth cars are two of the amazing 1964 Ford Falcon Sprints. After gathering dust in the rear of Alan Mann's premises since the end of the Falcon rally programme, the ever resourceful team realised that the big looking but relatively light weight cars could be put to good use in the British saloon car championship. They weren't wrong and in 1967 the Aussie, Frank Gardner proved nearly unbeatable in the distinctive red and gold Falcon clinching the title with a massive 70 points.

The cars were used successfully by a number of drivers over the next two seasons including Sir Gawain Baillie, Brian Muir, Roy Pierpoint, and occasional guest Hubert Hahne. The advent of the smaller more nimble Escort Twin Cam and the change from group 5 to group 2 regulations in 1970 saw the eventual retirement from front line duty for these amazing cars but what a second lease of life they had while it lasted. Even today they still thrill the crowds at



Ford Falcon Sprint Frank Gardner 1967

events like the Goodwood Revival where they can be seen thundering along past Minis, Jags, Galaxies, Anglias et al.

The model comprises of body, glass moulding, interior with driver, chassis, front grille, rear lights, front and rear bumpers (they normally raced without them) and the front air intake often fitted in place of the front bumper. I chose to do both mine with bumpers⇒ (because I like them) the first in the familiar Alan Mann red and gold livery, with the second in an obscure green and gold livery I found while surfing the net. (I'm not sure but it may be a scheme Roy Pierpoint used only once). In both cases the standard chassis is used with PRS Mabuchi and Slot.It gears axles and guides. However the Alan Mann car uses plastic Scalextric "Minilite" type wheels and the other uses Penelope Pitlane alloys with repainted scarab type inserts.

Both are primed with Halfords grey, and then the Alan Mann car also had a coat of Halfords red primer on top. The Alan Mann car was sprayed with Humbrol bright red, and then the roof and side stripe done in gold bare metal foil, with bright chrome bare metal foil bumpers. The green car was sprayed with rover metallic racing green and the roof masked and sprayed with Humbrol acrylic gold. Bumpers and grille were sprayed in aluminium acrylic. Once the decals were applied both cars had two coats of Klear to protect them. On the Wolves track both cars perform reasonably well at about 11.5 seconds per lap for the green version and 12 for the red one, although the stock plastic Scalextric



Ford Falcon Sprint #1 1968

wheels and tyres did produce some rear end bounce. These really are great looking cars and if desired there is plenty of room under the shell to fit something like a Slot.It HRS2 or Penelope Pitlane Sidewinder Sport chassis and a quick motor if you want one to really stonking around, although again as with the Can-Am cars fit a quick motor and magnet into the standard chassis and I reckon they'd fly on a standard steel rail track.

GT Models will be at Gaydon for the slot festival so look out for these excellent kits, and look for Malcolm Scotto and myself as we will be putting some GT Models cars through their paces around one of our Slot Rally stages next to GT's stand, just to show you what great cars they are, so I hope to see you there. ■



Announced for release a couple of months back, we are now closer to seeing the first of the new XLOT “Flex” range cars utilising the plastic in lieu of metal chassis.

XLOT Attention

The classic BMW M3 is to make its debut in Ninco XLOT with both chassis types as Ninco focus attention on this 1/28th scale series. There is already a good grid of Porsche 997 and Ferrari F430 in a variety of GT and Rally liveries and now the BMW M3 E30 bring Classic Rally and DTM options to the slot track. This “Warsteiner” (60007-Metal, 60012-Flex) sponsored touring car will be duly followed by

the “Ponce” (60008, 60013) rally version. This classic body style sets the scene for further iconic race cars with the Lancia Stratos being the ‘big one’ for this year.

The XLOT scale raised eyebrows when it was first launched by Ninco in 2009 but this scale was chosen specifically to allow the greater detail and fine tuning from the comprehensive chassis design, not to be restricted to the wider Ninco track system. The 1/28th scale allow this range to run on narrower tracks and routed wooden club circuits which is not always possible with the slightly larger 1/24th offerings.

With all the possible adjustment from the XLOT Metal chassis, all body types can be accommodated. In addition, the XLOT





platform is an ideal chassis for converting static kits to unique slot racing models. There are a number of plastic kits that can be easily adapted for XLOT as well as the Ferrari, Porsche and BMW body being made available in plain white for personal or custom decoration.

Easter Track Treat



A request from one of our members to put up a circuit during the recent “Piazza Italia” event over the Easter Bank Holiday weekend was pounced upon as an opportunity to raise awareness of the hobby to the people of Horsham. A detailed report will appear as a separate article this month but what I can tell you is that the Ninco layout looked fantastic trimmed with boarders and barriers and attracted much attention from all ages helping to raise money for the Chestnut Tree House and the local Air Ambulance over the weekend. Best use was made of the Ninco adjustable power supplies ensuring cars stayed (*mainly*) on track when throttles found their way into less experienced hands.

UK Slot Car Festival

With the UK’s biggest slot festival taking place

this month, there has never been a better time to try out your favourite Ninco car on a number of layouts or even experience first hand the Ninco track system.

The “Battle of the Manufacturers” will pitch a 1/32nd scale Ninco race car up against those from other manufacturers in a test of endurance. With the race running over a few hours, there should be plenty of time to come along to watch and cheer the Ninco/NSCC team! ■

'49 Ford Lead Sled

Pete Simpson

Street Rods and Customs are a genre that has not been particularly well covered in slot cars. True, Carrera have a few offerings but the range is fairly limited. As I've always fancied a Low Rider slot car, it looked as though this would have to be home grown. Luckily, I managed to locate a suitable donor kit from A2M in Spain (web site: www.A2Mweb.com), reasonably priced at €38.10. This included everything to build the car as standard: body, interior, chassis, axles, alloy wheels with inserts, tyres, motor and guide.

The kit is slightly under-scale compared with the prototype, but is nonetheless quite acceptable. The wheelbase is short by a scale 6", resulting in a model that is closer to 1/34th than 1/32nd. Indeed, I also have an accurate 1/32nd scale-size die-cast, to use as a master for a future project, and it is huge!

This subject suits my techniques as I always tend to add too much additional resin resulting in cars that are far too heavy. So, as seam-filling was traditionally performed with lead, for this subject excess weight is quite realistic. It's slightly ironic that what are probably my strongest cars are not exactly ideal for racing! Browsing through images on the web helped to gain empathy for the subject and I soon found



inspiration for the various details and final paint scheme. The aim was to produce a late nineties' interpretation of the classic fifties' cruiser.

The first step is the bravest – taking a saw to the body shell. It is not as critical as getting it wrong on a real car, but any error will certainly add significantly to the time taken producing a pleasing shape. After downloading several pictures of lead-sleds to gain a feel of the potential lines, the body was marked where it was to be cut. A razor saw is the tool of choice: I found mine in Games Workshop several years ago and it is still performing well. It could be that as it was designed for use on white metal it can handle resin without any problem.



The main part of the roof had metal pins bonded to the inside and set aside to cure. The following day this was then positioned over the main body and the rear window part of the roof

shaped to fit the hole. When a car roof is lowered it is normally required to widen it as well but in this case I simply realigned the pillars to suit. The roof was bonded into position and then, once dry, the rear window was finally shaped and bonded into place. Take plenty of time to ensure all is true and that the roof is set at equal height on either side. Once all was in place I added extra pins to restore strength and then filled all the gaps. Then followed several days of sanding and filling until the shape was aesthetically pleasing and all the joints were smooth. The resins used by the different manufacturers vary in hardness quite significantly so take care when sanding as some are far easier to scratch.



The main body was then filled and sanded to remove all the little details that were not required: door handles, side trim, front side lights and, the largest modification of all, a complete reshaping of the grille aperture. As the grille forms the “face” of any car, it plays a major part in the look of a car. The appearance I wanted was a smaller opening with horizontal bars so the details had to be ground away and the resulting aperture filled and reshaped.



At this stage it is best to stop and divert attention to the interior and running gear. It is worth building your chassis to ensure that it fits in order to avoid any major work once the body has been painted. Either the supplied chassis can be employed or, like here, suitable RTR parts can be used. Swap meets are ideal venues for collecting suitable parts: as future projects are rarely planned it is worth collecting various chassis as and when attractively priced items can be found. The chassis provided with the kit inhibited how low the body could sit so a replacement had to be found. With this subject the idea was to lower the body as far as possible over the chassis such that there was only 1mm clearance to the track. The optimum solution, with the lowest profile, is the MRRC “Sebring” chassis as fitted to the Chaparral: this employs the slim FF motor as well as an offset contrate gear that drops the motor below the axle centre-line for a very low configuration.

Although not of interest to all racers, the chassis can be equipped with two magnets.⇒⇒



This works well for this application as it really holds the car low on the track with the front magnet helping to compress the braids thereby preventing their natural spring from pushing the nose of the car up. A word of warning: if purchasing one of these chassis be sure to obtain the correct pinion and contrate as these are not interchangeable with other chassis. Wheels are Scalextric from the spares box. The car should now be assembled to check that everything clears as, although the body appears to have plenty of clearance, it should be built and tested just to be sure. A small amount of grinding was required under the wings so that the track could be set as wide as possible without the wheels touching any bodywork.



Next step is a light coat of primer for the body: I use Games Workshop's Citadel White as it seems to be compatible with all top coats: car paints, Humbrol acrylic and Plasticote enamels. This immediately showed up all the flaws, scratches and pin-holes so led to another round of filling, sanding and priming until all was smooth. I had a change of plan for the top coat at this stage and changed to a Plasticote dull red primer as I didn't want the final metallic red to be too vibrant. Selecting the primer colour can greatly affect the top coat appearance: for the same final colour, a white primer will lead to a brighter shade than a dark basecoat.



Reassemble one more time just to be sure all is still ok. Once a complete dry build has been achieved and the car has completed a few laps, remove the body and prepare for top coat. It is





vital to ensure that the body is clean and that handling has not left any grease on the primer: a quick rinse with hand soap and an overnight dry is a wise precaution. Now all that is required is a warm, dry day.

Applying the final paint should be a pleasure after all the tedious preparation but I always find it the scariest task as there is the potential for it to go wrong: the paint either runs, reacts, gets contaminated with dust, blooms or, worst of all, it refuses to dry and remains slightly tacky. None of these are insurmountable but patience is required to rectify: be prepared to walk away and leave for months if the finish is anything but hard-dry. The key is only to spray when the temperature exceeds 20°C, either indoors, without getting caught, or on the one day in summer when the garage actually gets hot enough. Who would have expected a whole week in April that was ideal? If all went well, then the final assembly isn't far away.

The interior should be primed and painted. Again, GW primer and paints are my favourites, not just for the strength of pigments but also for the names; who would choose to use "Wine" when they could use "Scab Red", "Mid Green" rather than "Snot Green" or mere "Dark Green" instead of "Orkhide Shade"? Paint the basic colours and then have fun adding shadows and



highlights by darkening the base colour or adding varying amounts of white to dry-brush the details.



Final detailing of the body can now begin. The front window was cut from plastic packing material, as the original was now the wrong size: the rear screen from the kit was still the





correct size so was retained. These should be glued into position with a bead of PVA: beware superglue as it can cause some plastics to frost. The window surrounds, wipers and rear lights were painted. The radiator grille had to be plain and simple so I chose a series of horizontal bars. It was important to ensure that they were perfectly parallel as any deviation would spoil



the effect. As I had doubts about my ability to achieve this, I selected a safer method: having cut the bars to length and trial fitted them into the aperture, they were then taped down across the centre and araldite was applied to the areas each end. Once this had dried, tape was applied across the ends, the centre piece removed and that area was then bonded with more Araldite. Once all had set, the assembly was turned over and shaded with ink to simulate gaps between the bars. Not bad – a grille assembly that looks passable and produced in less than four days!

Finally, the interior was bonded into position with a few drops of PVA and headlamps glued into position with a minimal amount of Araldite.

Once all was dry it was a short evening's work to assemble for the last time before running slowly around the track. It is unlikely to be of the same standard as modern RTR cars, but it is very satisfying to create a model that is otherwise unavailable. I hope this will inspire others to tackle this aspect of modelling cars: it really only requires time and a bit of imagination. ■





Spring is well and truly here and it seems hard to believe that just a few months ago we were ready for blizzards! So what do I have to report to you as members this month?

Slot Festival at Heritage Motor Festival

The date of Sunday 22nd May should now be firmly fixed into the minds of all slotties, this really promises to be an event not to miss with great facilities and a top collection of real cars should you get frustrated with the smaller variety!

The NSCC will be there with circuits and the Club stand selling merchandise and doing our best to publicise the Club. As mentioned last month if you want to help out at the event then get in touch.....NOW, those who support the Club will be remembered !

Cancellation of the HMC Club Weekend

A lot of work went into trying to get a Club Weekend running alongside the HMC event and in many ways it was disappointing that we did not have enough people subscribe to make the event work, we were short of ten people. The biggest problem which I personally did not foresee was the number of Club members already involved at the Festival who therefore could not commit to a Club event. I would like to thank everyone who tried to make this event

work including HMC Organisers, NSCC Members and some of the Committee, I feel it really was a brave effort.

NSCC Club Weekend at Ramsgate

This would seem a good time to announce to you all that there will be a NSCC Weekend in Ramsgate this autumn, Application forms are in this Journal. The event is being advertised early in order to allow people time to make plans including organising cheap travel for foreign and long distance UK members and to plan for the costs to members for the Weekend. There will be the opportunity for members to pay in instalments to assist with spreading the cost as it really is appreciated that many members are facing harsh financial times.

There are already plans to make this Weekend a little different although my idea of a Le Mans start from the bar upstairs to function room two floors below has not been well received! If you have never attended then you really are missing a great weekend, the feedback over past years has shown that members and partners have enjoyed the event.

I would urge anyone who wants to be considered to apply as soon as possible, places are allocated as fairly as possible with applicants who have never attended getting highest priority. If you have been loads of times before please still apply, it is better for events to be over subscribed than not getting enough takers.

Northern Swapmeet at Ossett

The long awaited event has already got a good number of table bookings and promises to be a great event, if you would like to book a table then let me know as soon as possible to ensure you get a place as space is limited. Remember that a collectors table is only £5 so why not come along and sell that spare Auto Union or Cox Lola T70 that you have?

If you have a website or are involved with a Club and can assist in advertising our event again let me know and I will send you an electronic flyer with all the required details. I can be contacted more reliably on my own email at:



email: ebaywatch@nsccl.co.uk

With only one cheap listing weekend at the very beginning of the month listing numbers have ended at just below the 13,000 level at month end in the UK. Indeed this month seems to have been quiet with all the bank holidays, though hopefully I have managed to spot a few items of interest this month to make you want to read on.

Bugs!

The most expensive items listed seem to be on French eBay lately and that included a whole set of Bugatti cars including an Original C70 and 5 others in the reissue colours of red, white, yellow, black and green. However at 13,000 Euros BIN they went unsold, but check out 200598010084 if you want to see them all lined up. There was the opportunity to purchase a blue C70 at the end of March though which missed my last column deadline. It was a very nice (blue of course) example and fetched in the end £4,200 on UK eBay from a Spanish seller. It must be said though on checking the bidding history there were higher bids that were withdrawn so you may have seen it priced nearer £5,000 at one point. As it was a private listing you could not see who was bidding, so whether the transaction was completed at £4,200 I don't know. Personally, I would not be too happy bidding in a private auction where bids were being placed and then withdrawn as it can be used to see what others are prepared to bid, which is why a snipe bid should be the way to go on these things to stop yourself being "bidded up" to your maximum.

R8 Audi

There have been a few of the Scalextric Audi R8 club cars finally appearing on eBay, and it seems buyers are prepared to pay a premium for this rather than joining the Club itself or wait for the car. Indeed prices as high as £57 and £58 have

been seen as well as others in the £40's range. Membership in the UK is only £29.50 to include the car so why the prices I wonder. Joining your pet or your granny would be better would it not? I am sure there are a few such members out there! Interestingly enough the similar Dutch Club car, one of only 152 made, fetched only £58.75 on a Thursday night from a Dutch seller. (230609547273) The Range Presentation version was snapped up early in the month for £150 BIN but as yet I have not seen the recently released LE of 202 Hornby Visitor Centre version C3160 make an appearance, despite the initial web allocation selling out within hours of being put on the Scalextric website. (Same car different roof logo if you are not aware.) I am sure we will see some appear in the next month or so. Staying on the club car theme a Dirty Aston Martin in the Gulf colours made £37.55.

Catalogues

Interesting to note you could have secured a number 1 catalogue in several ways this month. Firstly there was a job lot including numbers 1,2,3,4,5 and 9 all looking in very good condition as well as a SRM catalogue and other paperwork that made a healthy £222.99 for the seller on a Thursday morning. Second chance to get a number 1 was on French eBay where a very nice clean example, that had been folded mind you, made a modest 51€ on a Tuesday afternoon. (230611327287) It was obviously a bargain day on French eBay as a number 2 French Catalogue in very good condition only made 15.20€ the same night (230611326001) Thirdly you could have lashed out AU\$999.99 BIN to buy a complete set of catalogues plus some extra ones from an Australian seller which were unsold at time of writing. (190481075330) Other number 1 catalogue examples made

£82.60 on a Sunday night early in the month (280652488873) and £121 later in the month (310314126891). Another big purchase by one buyer was a 1987 no 28 catalogue with price list that made an eye watering £32.20 on Sunday night (320680542803). Maybe a cheaper way to get all the catalogues is to buy a DVD with the scans of every page on. There is one seller on eBay who has scanned all 52 Scalextric catalogues plus some extra bits, as well as producing an excel spreadsheet with all the Scalextric cars ever produced. Having purchased an earlier version of this item and having seen the updated spreadsheet I can recommend it if you want to have all your information electronically available to start listing your collection, particularly if you happy using Excel on a computer as it would save a load of time on data entry of a big collection. At £9.99 for 2 DVD's plus £1.50 p&p it seemed reasonable value to me, so check out 120700369196 for more information.

Bond again!

It is quite remarkable for such a supposedly rare and expensive item how many times the early James Bond cars and sets keep appearing on eBay. This month saw a very nice set listed at £1,895 BIN or best offer and was unsold at time of writing. Perhaps more of a bargain was what seemed on the face of it, a tidy complete set. With a few minor faults with the cars, it made £1,131 on a Saturday morning (120711334498) A very faded and tired set box only attracted a single bid of £45 on a Friday night. Incidentally the latest Bond sets I mentioned last month as being reduced have been marked back up to £105 again so hope you got one if you wanted one at the cheaper price!

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day. Scalextric Escort Cosworth Van £39.11 (Converted Cosworth saloon resprayed in Ford Olympic blue with "big bore exhaust" on Monday night 180649225308)

Scalextric C N/A Pontiac Grand Prix Bryan #30 Ltd. Ed. AU\$903.80 (almost £600 for a US set car which was only released a few years back on Australian eBay on Sunday lunchtime UK

time 170623793590)

Scalextric TROPHY SET Slot Car Vintage C MIP Exin SCX AU \$207.50 (As new on Australian eBay early Monday morning UK time 170625787270 - Another set sold on UK eBay for best offer of £100)

Rare Vintage Scalextric Electra C4 Green VG £159.95 (Single bid on Friday night 250799112819) VINTAGE MONOGRAM SLOT CAR FERRARI 275P 1:32 1965 BOXED £88 (Tuesday night. Portuguese seller on UK eBay 160569123574)

Scalextric Slot Race Car Vanquish MG LOTUS 72D V.RARE £232.87 (A new record price? on Sunday night 230606153459 a used one went for £110 at beginning of the month) Scalextric Slot It Car Porsche 956 KH Warsteiner V.RARE £200 BIN (2009 European Endurance championship model in Warsteiner yellow and white livery LE of 250 approx. on Thursday lunchtime 230606105159)

SCALEXTRIC CARS, CHASSIS, SPARES/ REPAIRS £77 (Interestingly amongst the 11 cars was a white Chaparral in the livery of the NSCC weekend car. Buyer confirmed that it indeed was a used model but had had extra stickers on. Just goes to show there are still some gems turning up on eBay if you look carefully. 280654195752)

LOTUS TYPE 38 SHOWCAR Ostorero CLASSIC SLOT RESIN CAR! £136.99 (On Sunday night 190519366862)

Pre-production Scalextric Police Range Rover £160.00 (Plain white example with a single bid on Sunday afternoon 190518964629)

Scalextric Car Audi TT Coupe C2506 £1.75 (Sunday afternoon but £3.99 p&p 130506240253)

SCALEXTRIC Triang 1950's Rubber Le Mans DUNLOP BRIDGE £210.78 (Unboxed but excellent example on Saturday lunchtime)

TVR Employee Presentation scalextric car £179 (Sunday night 220776317451)

Lastly for the slot car addict who wants to show off their hobby and expertise on their real car, was the number plate S10 TDR which looks like "Slot Dr" with a clever bit of spacing. At £999 BIN there were no takers at time of writing though. ■

