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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## At What Age Do You Start them Off?

I know that Micro Scalextric has it's own fan base and indeed devoted followers (our very own Peter Simpson has a rather large set up I believe for some fun and as a distraction from writing for the Journal every month) plus there are those who advocate it is a stepping stone for the younger racer to try before going on to the full size Scalextric, or 1/32 scale to the purists, even Scalextric recognise this with their "my first Scalextric" in the Micro range.

So after the summer months of my twins watching the Scalextric cars go round the track driven competently by myself and my eldest daughter, Lianna (6 and ¾ years old I am regularly informed) I wondered whether it was time to give the pair of them a chance to ruin a couple of cars and possibly some scenery on the way, instead of being just a pair of inquisitive faces over the edge of the table. Of course the new Scalextric 6-car power base allows you to adjust the settings on the throttle and therefore the maximum speed the cars will go, so will my cars will survive the ordeal of two, 2 ½ year olds racing them and indeed will the scenery survive the numerous inevitable crashes?

Well after some time finding the ever so easy to use guide for the power base, I set up the throttle calibration and we were up and running with the throttles reduced to 50% power for the young slot car stars of tomorrow to have a go.

All I can say is success, suffice to say the kids enjoyed it enormously and despite their best efforts the cars stayed on the track, even though for about half the circuit the drivers sight is "blind" when you are only about 3 foot tall. Interestingly Rachel showed more dexterity in driving with some throttle control whereas Ciaran was more pull the throttle full down and away we go (who says men are better drivers?), perhaps he was looking forward to the "off"?

So again my hats of to Scalextric for this option on the new base, although perhaps it may be poor marketing on your part, after all if you hadn't put the control of throttles on the new base I (and maybe others) could currently be looking to purchase two new super resistant cars to replace the ones that didn't get destroyed!

So until next month.

Jeremy



# MESSAGES

## FROM MARGATE

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

By Pete Simpson

Whenever I miss a trip to Hornby, the following month promises a bumper collection of new cars to report. Several new models were present having recently been approved by the design team for entry into production.

Just before I launch into what can be expected soon, alas there are a couple that will probably slip into 2012. We already know that the two versions of the Fiesta RS WRC, C3183 and C3202, have been deferred but it is likely they are joined by the second livery of the D-Type, C3205, the Mercedes SLR McLaren 722GT, C3191, and possibly one version of the Veyron.

OK, so that's the bad news, now for something a bit more positive. For all VW Beetle fans, the first example has taken a step closer to materialising: this month I saw the final approved version. The colour is far better than that represented in the catalogue – the blue is a more robust shade close to the original Volkswagen shade of Pacific Blue. Not too sure how the purists will feel as, according to my research, in 1963 this was only available on a convertible. The wing mirrors will not be fitted



when purchased but are supplied in a small bag – as if these are ever going to be raced! As a nice touch, even the mounting spacer is colour coordinated. Hopefully next year will bring a second example that can be modified to represent the rally cross cars that were raced so successfully in the late 1970s. Take a look at [www.rallybugs.com](http://www.rallybugs.com) for plenty of inspiring images.

A special treat this month was to see two of this year's USA-only releases: the Corvette L88, C3229, and Smokey Yanuck's Ford Boss 302 Mustang, C3230. Although these models, which are destined for the USA, never appear at the factory at production build-standard, the prototypes still have to be approved at Margate. The photos show that these are both close to







the images of the real cars as shown on Scalextric.com and when compared to various web images, although the red of the Corvette may get a tweak prior to production. This car, with its six consecutive runs at Le Mans, more times than any other single chassis, is a significant subject. It is therefore surprising that it has taken so long for a manufacturer to release an example, and when it is released, this Swiss team's famous car will only be available in the USA.



The livery of Smokey's Boss 302 required authorisation from Ford so it now represents the car as currently restored rather than when it raced in the Trans Am series. If you are quick, both of these cars may be still available to pre-order from a few online traders.

This year's Mercedes Petronas F1s were on display: C3167, Schumacher's #7 and C3168,



Rosberg's #8. These two only differ from the 2010 versions through the changes in livery, the mouldings being the same. If racing these two, just check the relative track widths – malicious rumours suggest that the Schuey version may be rather wider than the Rosberg example and when digitised it will automatically change lanes randomly.



The 1968 version of Jim Clark's Lotus 49 bearing race number 4, C3206, has been approved and looks every bit as good as other versions, varying only in livery.



The most significant aspect is the inclusion of advertising – did this signal the end of an age of innocence or the beginning of financial security for motor racing? Answers on a postcard to the Editor.



The next iteration of the MK1 Cortina, C3210, has been approved but was away for its official photography session: here's the car as represented in this year's catalogue. Hopefully, I'll have images of the actual model next month.



Another BMW Mini, C3216, is on its way. The Arden run Cooper S is probably the most complicated example of tampo printing undertaken by Hornby to date and looks stunning. Just count the number of Arden logos that abound. The www provides a description of Arden as being "a German company well



known for tuning British cars", formed in 1972 by Jochen Arden. The older members needn't get all nostalgic, there's no link to Jim Whitehouse's company that produced the 8-port head for the real Mini back in the mid '60s.



For the younger enthusiast there are a couple of Super Resistant cars due soon. One is a Porsche 997, C3182, entered in GT3 Cup racing for Glynn Geddie by Apex Tubulars of Aberdeen. This is another colourful example of this ever popular car: being DPR this would make an ideal addition to the ranks of ghost cars.

The second is a Lamborghini Gallardo GT-R, C3180. If looking for a car to allocate to the black digital channel, then this is the one! The overall scheme is nicely offset by very crisp yellow detailing.



A further mention of the second James Bond Aston, C3162A, may seem unnecessary but a word of warning is due. It should be noted that when this car appeared in Casino Royale it was left hand drive, and without the ejector seat, rear bullet proof screen and front machine guns as the car was not prepared by Q, just the daily runner of a local gambler. Therefore, in order to remain true to the film version, these extras⇒





are not included in this model of James' DB5, although the moulding has the roof and rear screen outlines evident. In fact, this release is very close to that issued in the James Bond set, C1254, albeit with glass, interior, front side lights and USA format number plates. A revised interior places James on the correct side of the car although (nit-picking grade 10) the wipers now park on the wrong side!! Buy it for collecting, but don't be disappointed at the lack of Q's devices.



The Argos version of the Cars2 Micro set, G1077, is now available and I couldn't resist buying an example, ostensibly to obtain Shu Todoroki. Hey, it is a Le Mans Prototype so just had to be acquired. Actually the set is a superb example of Scalextric's Micro range including most track examples: banked turn, wiggly track, pinch track, hairpin bend and several specially decorated sections. Shu looks very good and



performs as well, but did seem at a slight disadvantage to Lightning McQueen: despite Shu having a sleeker profile the stubby, shorter wheelbase works better on the supplied circuit. Although both cars share a common chassis Shu's axle is in the longest wheelbase position which means that the two cars are not quite equally matched. One aspect that I've not experienced before was a contaminating film on the track rails: the cars ran fine for half an hour but then started to become intermittent.



Investigation revealed that the braids were severely contaminated and wiping the rails with a clean cloth revealed them to be the culprits. Once the rails were wiped clean with a cloth dampened with surgical spirit (gin works just as well) and new braids fitted to the cars, all was





restored to working order. This should be done before any use as trying to clean the first set of braids proved ineffective – once contaminated, replacement was the only solution. Take care when cleaning the track as the printing can easily be removed if too much spirit is used. The layout is very compact so requires little floor space to accommodate: a mere 830mm by 1,100mm but provides plenty of scope for overtaking, blocking and fast straight running. Over exuberance will result in cars leaving the track so a certain degree of control must be achieved before good lap times are achieved. This set is a good introduction to slot car racing and should instil an element of discipline when racing: the oft heard criticism of being able to hold the throttle full-on for the whole lap does not apply here.

Cars due to arrive soon include the two USA releases, the Gallardo and the Arden Mini detailed above plus the two Corvettes as reviewed a couple of months ago.

Who knows what is in store next month, but things are certainly picking up with plenty more new models due to arrive before the Christmas shopping season is upon us. ■



**H**ello strangers! It's been a while since my last report this is simply due to a lack of information coming from Spain, but that's all changed now. Fresh back from their summer holidays and a container or two from China and new releases are flooding in.

The MGA's seemed to have been very popular, but interesting to see that the car has a new style of motor! I can't obtain any technical information on the motor in terms of rpm, mag pull etc. and actually have not played with one yet.

Just a point – I have dropped the last four digits from the official reference number system.  
New releases due or already available.

### **Mercedes Benz SLS AMG #7 Ref; SCX A10030**

This car was driven to third position in the 2011 Dubai 24 hour race, by Thomas Jager, Jan Seyffarth, Kenneth Heyer and Sean Paul Breslin. – Xenon-effect headlights, removable/adjustable magnet, guide with suspension, tilting chassis and new motor RK-4.2. Also available in SCX Digital. ➡➡







### **Mercedes SLS # 8 Ref; SCX A10054**

Another livery, from the Black Falcon team in the same race driven by R.Schall, T.Pappas, B.Curtis, D.Horn. The #8 car crashed out.

### **Subaru Impreza WRC – “No Fear” – Ref; SCX A10050**

Driven by Colin McRae at the X-Games 2006 – yes this is the one where he rolled the car on the second to last corner of the event, damaged the car just made it to the finish and came second to Travis Pastrana. Worth a watch on YouTube.

### **Chevrolet Impala SS “BASS PRO” – NASCAR – Ref; SCX A10062**

Jamie McMurray’s BASS PRO sponsored NASCAR from the 2011 Sprint Cup Series. This is the second version of this car with its orange livery. Also available in SCX Digital.



### **Chevrolet Impala SS “Tony Stewart” – NASCAR – Ref; SCX A10061**

Another decoration of the Impala SS. This red and black car features Office Depot as main sponsor driven by Tony Stewart and his own





team in the 2011 NASCAR Sprint Cup. Also available in SCX Digital.

### **BMW M3 GT2 "Team Schnitzer" – Ref; SCX A10033**

The winning car from 2010 24-hour race at Nurburgring. Driven by Muller, Fartus, Alzen and Lamy. Also available in SCX Digital.



### **Chevrolet Corvette C6R Safety Car – Ref; SCX D10051**

Due out in October – this is a digital only car. As used in FIA GT race series since 2009. I'm told the lights on the roof work!



That's it for new releases this month. The new consumer catalogue is about to be released and this should provide some information on any changes to the range since the Toy Fair.

I have taken delivery of the first new SCX Analogue set to come to the UK. This includes the new track system and convertors to use the classic SCX track. Early impressions are very good with good grip levels, realistic grey coloured track, easy to plug together track sections and borders. A full review will follow.



### **SCX At Silverstone**

Steve and the team from AEC put a huge six lane track up at the 6 Hours Of Silverstone event. On the Saturday they ran a fastest lap and the winner Chris Lyons won two tickets for Le Mans 24 Hours 2012 seen here receiving a prize from Desire Wilson and John Fitzpatrick.



Later on in the day Lucas Ordonez, Franck Mailleux and Soheil Ayari from the Nissan Signatech Team tried the luck on the track.

Until next time. ■



This month we start off with two new releases from the Dave Yerbury AA Bodies range the first is the 1955 Cooper Jaguar T38, Dave has depicted his as the #11 car entered for Le Mans that year by Peter and Graham Whitehead which retired after four hours, the second is the pontoon fender Ferrari 250TR depicted as the #9 Gendebien / Trintignant entry from 1957 that suffered engine failure after ten hours. Both are designed to utilise either the PCS32 or Penelope Pitlane chassis with both having a 73mm wheelbase. Dave has kindly sent both bodies for me to build my own versions, which I will show you next time.



AA Bodies Cooper T38 (Picture courtesy of AA Models)



AA Bodies Ferrari 250 TR (Picture courtesy of AA Models)

Now you may have gathered that I like George Turner Models and in particular their super looking ERA kit. I decided I wanted to build three more the first as “Remus” to go alongside “Romulus” in the Prince Bira “White Mouse Racing” stable, I gather George will soon be doing the decals for these two versions.



GT Models ERA's “Romulus” and “Remus”

Next are two famous hill climb specials from Shelsley Walsh the first being Raymond Mays #61 and the second being Ken Wharton's #42 both running in six wheel configuration. Modification to the original kit is confined to an



GT Models ERA's modified as Shelsley Walsh 6 wheelers





**GT Models Ferrari 246 (Picture courtesy of GT Models)**

extra wide Slot.It axle and Penelope Pitlane alloy wheels and tyres, my own BRDC decals and a small off cut piece of metal to make the race number plate on the front of May's car (And yes he did drive wearing a cloth cap on occasions). Hopefully George's new Ferrari Dino 246 as mentioned last month will be available during the coming month, along with a new range of wheel inserts for his models to suit Pitlane and Slot.It alloy wheels.

The next car is one I have built is the latest

release from Penelope Pitlane this being the Lotus Ford 72D/E which famously bore the black and gold JPS livery. Designed to fit onto a SM1M Penelope Pitlane Chassis, I have also used Steve's modern alloy F1 wheels and inserts which he developed as replacements for the old plastic Scalextric ones. I have chosen to stick with the kit as it came and did the car as Emerson Fittipaldi's 1973 Argentine G.P winning #2 machine, however as the Lotus 72 soldiered on winning races with Fittipaldi and Ronnie Peterson at the wheel into 1975 there are a number of JPS options to build. The kit can be modified with some work to the inlet trumpets / airbox / rear wing assembly to produce the 1970-71 cars and Steve can supply the Gold leaf Team Lotus and Rob Walker Brooke Bond decals on request. I hope to bring you pictures of Steve's reworked earlier cars in the near future.

Another car I have put together this month is the Proto Slot Chaparral MK1 depicting Jim Hall's #66 car that finished 2<sup>nd</sup> in the Riverside sports car Grand Prix in 1962. I have used a PCS32 chassis with Penelope Pitlane wheels⇒⇒



**Penelope Pitlane Lotus Ford 72D Emerson Fittipaldi**



with the inserts from the kit. The only changes from standard are a scratch made thinner roll hoop and home made Texas flag decals. I have photographed it here powering through the new section up the hill on the Wolves International track, named the “Tyrer Curves” for my good friend and Wolves stalwart Ian Tyrer who sadly passed away on September 9<sup>th</sup> and will be sorely missed by all of us at Wolverhampton.



**Proto Slot Kit Chaparral 1 powering through the new “Tyrer Curves”**

Pendle have the three Proto Slot Aston Martin DBR1/300 kits in stock depicting the works entries from Le Mans 1958 as #2 Moss / Brabham (retired three hours con-rod) #3 Brooks / Trintignant (retired fifteen hours gearbox) and #4 Salvadori / Lewis Evans (retired four hours accident), while BSR have a new Proto Slot kit exclusive in the form of the unsuccessful but pretty 1955 Maserati 250F Streamliner based on chassis 2518 for Jean Behra. I hope to buy one of these and build it in the near future. Pendle also have the next in the Top Slot Mercedes collection this being a red street version of the 1955 “gull wing” 300SL reference number TS7106.

Slot Classics have just announced a new



**BSR Proto Maserati 250F Streamliner  
(Picture courtesy of BSR)**

release in the form of the light blue #171 Ferrari 250GT driven by Jacques Peron and Harry Schell to 4<sup>th</sup> overall in the 1957 Tour De France, this should be available to pre-order customers this month.

GMC/MMK have their Lotus XI now available in either pre-painted or unpainted kit form, while David at Reinecke Motor Sports have a new kit of the Lotus 30 which is designed to fit onto the MRRC Sebring or Revell chassis.

Revell have several re-paints this month with an orange Speiss Tuning NSU #502 of Leo Rubus, a red #62 Jaguar E Type from the 2009 Cholmondeley Pageant of Power and a set containing a pair of 50<sup>th</sup> Anniversary E-Types with a red with white stripe #50 and blue with gold stripe #61. Scale Auto has released the LMP2 Radical SR9 Judd #28 from Le Mans 2010 driven to 18<sup>th</sup> place on 321 laps by Pierre Bruneau / Marc Rostan / Ralph Meichtry. MSC should have released their latest Metro 6R4 and Ford RS200 by the time you read this. The models in question being the white #8 Clarion sponsored car of Per Eklund and Dave Whittock that finished 7<sup>th</sup> on the 1986 1,000 lakes rally and the #3 Marlboro car of Zanini / Autet that finished 3<sup>rd</sup> in the 1986 European Championship rally Asturias. My good friend Milan at MTR32 has been busy with the release of two new Jaguar XJR14s from the 1991 WSC these being the #3 Brundle / Warwick and #4 Fabi / Brabham cars.

Finishing off this month we have news from



**MTR32 Jaguar XJR14 (Picture courtesy of MTR32)**

Colin at RS Slot racing that he is due to launch his own alloy wheel range based on the superb discontinued BWA series but using standard metric grub screws rather than Canadian / US imperial sizes and also a series of resin inserts. While last but by no means least Slot Track Scenics continue to add to their super range of

1/32<sup>nd</sup> trackside accessories with sets of round outdoor tables, two ranges of international flags with poles and loudspeaker assemblies. ■



October marks the completion of my first full year as Fly correspondent. I feel I should apologise for the odd deviation from Fly to other, hopefully relevant matters. We now have, courtesy of Terry Smith at Gaugemaster, pictures of the new releases from Fly mentioned in the September Journal which are now available. Here are the details including the Fly reference number and the recommended retail price.

FS057103 is the light blue Alfa TZ2 which participated in the 1,000km De Monza in 1967 as driven by Ottorino Volonterio from Switzerland and the Italian Teddoro Zeccoli. R.R.P. £49.95.



FS003102 is the Porsche 908/2 from the 1970 six hour Del Jarama as driven by J.Bagrations and R.Wisell. R.R.P. £54.95. ➡➡







FS702103 is the Doran EJ 4 driven by Gollin, Bobbi and Theys which finished 5<sup>th</sup> in the 24 hour Daytona 2005. R.R.P. £34.95.

Unfortunately, there is a delay with the Lotus 78 we mentioned last month but this can be pre-ordered. However, the Gulf Porsche 917K, race number 10 driven, by Pedro Rodriguez and Leo Kinnunen BOAC Brands Hatch 1,000km race which took place in April in 1970 and as featured in the June Journal, has arrived and apparently it is a beauty. The reference number is 005104 and the recommended retail price is £54.95.



I understand that the recent Gaugemaster open weekend went very well although I was unable to attend myself.

Some progress seems to have been made on the Fly website, although it is not fully functioning, however the website along with their Facebook page is worth keeping an eye on.

I took this picture in Park lane on a recent visit to London. The artwork is by Italian sculptor Lorenzo Quinn and is titled 'Vroom Vroom'. It reminded me of a slot car being replaced on the track. The work, featuring the



artist's first car, evokes the child within, he apparently said. So nothing to do with slot cars then!

So more hopefully to follow next month, so until then keep the faith with Fly! ■



## Audi A4 DTM A Premat (27358) By Lee Cook

I have never contributed to the Journal before, but when the chance to review a DTM car came up, I could not resist. I am a collector of slot cars, particularly DTM cars. I don't race regularly, only occasionally with friends at home, so I have decided that the best way for me to review this car is to compare it to my existing DTM cars by Scalextric and SCX on the same Scalextric Sport track.

DTM stands for Deutsche Tourenwagen Masters or German Touring Car Masters and the Audi A4 has been a mainstay of the championship since 2004. Mercedes also race in the championship with the C Class. The cars themselves are V8 powered, 470BHP rear wheel drive cars that have nothing in common with their road going equivalents other than the body styling. The chassis is custom made and the cars

are more like single seater cars than touring cars under the bodywork. Current drivers include David Coulthard, Ralf Schumacher and McLaren test driver Gary Paffett. Paul Di Resta, now with Force India in F1, won the DTM title in 2010.

The DTM comes to the UK every year for one race at Brands Hatch and if you get the chance to go along, take it, the cars sound excellent and the racing is normally close.

The Carrera car comes in the standard mirrored box which shows off the car beautifully. It is the Audi A4 from 2010 that Alexandre Premat raced and spectacularly destroyed at the Adria track in Italy (look that up on your favourite video website). As you can see from my photo of the real car, the styling and paint scheme is accurate to the original. ➡➡



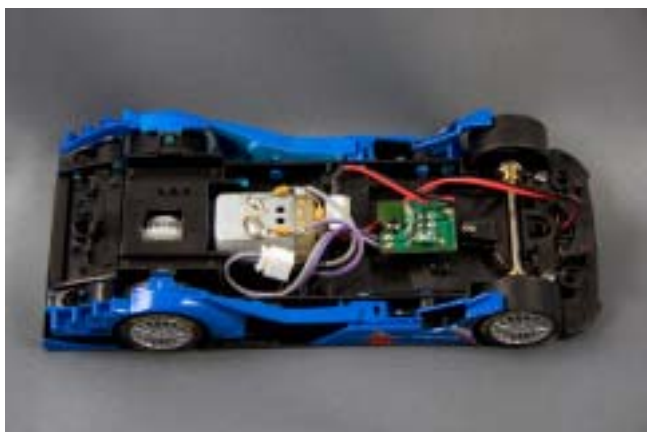




There are lots of little detail components such as aero wings, spoiler and mirrors for you to smash off in classic touring car style.

I do feel that the aggressive look of the real cars is lost somewhat on the Carrera models, SCX also made some DTM Audi A4 slot cars and these are slightly wider and seem to capture this slightly better, but, unfortunately, SCX have not released any DTM cars for a while. I will use the SCX A4 car as a comparison for the Carrera car.

The car feels sturdier to hold than the SCX car but when you take off the body (3 screws), you understand why. The chassis also has the



lower body half on it whereas the SCX car it is a more traditional chassis and body setup. On the underside, there are two magnets and an additional screw that holds in the engine and rear axle assembly, this all comes out as one piece and the wires are in a plastic plug to make removal and conversion to digital simple. There is also a switch to reverse polarity which I cannot get too excited about but it might appeal to someone.

Looking at the underside and the inside of the body, I was a bit disappointed with the quality of the work with the heat gun to melt the plastic pins holding everything in place. The underside had melt damage that could be seen on the side of the car from a heavy handed assembler.

A good feature of the Carrera cars is that they provide you with a bag of extra pieces on the back of the box. The two magnets can be removed and replaced with blanking plates, there are also spare mirrors and brushes and an additional shallower guide in the event that you would want to use the car on another manufacturer's track – which I will be.





The interior of the car suffers because of the half body/half chassis design. The detail is not great and is the more traditional driver's torso stuck onto a plate, the drivers helmet is correctly painted, but there is not the detail you would expect on a Fly or Scalextric model. To be fair, the SCX car has been designed in a similar way and these are after all designed to race on a track, not to be highly detailed replicas of the original car sitting in a cabinet. (This coming from a collector – I know).

But enough of the aesthetics and on to the track. I kept my test simple and did twenty laps in each car with the fastest lap counting from RMS. All three cars had magnets in them and the participants were Scalextric C2391A Mercedes, SCX 62930 Audi A4 and the Carrera A4. The track was the RMS Track 4 and I only put in one crossover, so one lap was two laps or approx. 18.5 metres of sheer Scalextric Sport pleasure. I hope that makes sense.

My concerns that I could not publish my results, as in-season testing is not allowed in the DTM, were unfounded so here are my findings.

1<sup>st</sup> Carrera 9:22S, 2<sup>nd</sup> Scalextric 9:45S and 3<sup>rd</sup> SCX 9:48S.

This result did surprise me somewhat, the older Mercedes with its sports magnets and motor had always been the car to beat in my 6 car digital DTM racing. The SCX car was more responsive to throttle changes than the other two cars and it had lovely Xenon lights to distract the drivers you want to overtake. However, there is a new King in town and his name is Carrera.

It runs quieter than the others but does make a lot of clicking noises on the track as the guide (yes, I used the correct one) still seems a bit too long. So, if you want some touring cars to race in analogue or digital (if you add the chip) it would appear that the Carrera cars are a good all round package, especially if you take the cheaper price into consideration.

The David Coulthard and Ralf Schumacher Mercedes are still to be released this year, so why not give them or some of the other colourful releases a try?

Finally, thank you to Carrera for providing the car and to the Editor for allowing me the chance to review it this month, I do hope to see some of you at the forthcoming NSCC Weekend in November, where maybe we can have a chat and of course a race! ■



# Swap Meets

Pete Simpson

## ...Why Bother?

Since the availability of broadband, shopping preferences have been gradually shifting away from the traditional High street towards online stores. These changes have crept up on us, craftily taking advantage of our lack of leisure time and consequent tendency to take the easy option of relying on the PC rather than a trip to the local High street. One of the first was Amazon, allowing us to buy books with free delivery to the doorstep. This easy purchasing method soon expanded to CDs. Now we are faced with very few alternatives as book-sellers and “record” shops have steadily reduced in numbers. The last few years has witnessed the power of eBay in presenting a convenient, efficient and cost effective means of both acquiring and disposing of items. As with any system, there are a couple of traps with online buying. With traditional shop transactions sales have been dependent on buyer confidence and postage has not been incurred. The modern world has equivalent scenarios for both aspects: eBay has its customer rating system whilst parking and fuel costs have balanced the postage saving. There can be no doubt that the online

purchasing model works and it isn't about to go away. However, there are still plenty of alternatives. For slot car enthusiasts, swapmeets are a pretty good option.

As a further incentive, your Club has now taken the initiative to adopt the Milton Keynes event in order to ensure its continuing success through this difficult period. Most other events are also organised by enthusiasts with any financial gains being secondary to providing an enjoyable experience. Check the diary page for one near you! For the more adventurous, there are also events abroad: our Dutch friends are always most welcoming to anyone making the effort. The event shown here is at the sport hall in Dordrecht, near Rotterdam, and never fails to provide bargains.



Before leaving home, as well as writing a list of items to be sought, make a note of the Journal contributors and try to get to meet as many as possible. Certainly call at the NSCC stand and meet the Committee - after all it's your Club they're looking after.

If travelling to a venue is a burden with current fuel prices, then why not try and arrive early, spend a few hours at the swapmeet then stay in the area to investigate the local attractions. The ones we usually attend are: Milton Keynes, which has a superb shopping



centre ideal for lunch and completing any weekend shopping, Swindon, with a nearby large retail outlet centre as well as the added bonus of a railway museum, and Orpington with the High street a short walk away, providing a varied selection of shops. Plan the day as a family outing: there really can be something for everyone.

### Milton Keynes September Event

In order to provide economic parts for slot car conversions I was on the look out for old Scalextric F1s suitable for use as donor chassis. A selection of motors, axles, wheels, guides and gears are all in the spares box at home, so I only really needed bare chassis. Using chassis from RTR cars provides cheap, accurate gear meshes and convenient guide mount and connections.



These are readily available – several sellers have boxes of dead bits so it's great fun trawling through crates of old car parts trying to spot that vital element. Good for camaraderie too as like



minded scavengers are always willing to help and trade finds. Oh, and any 1960s' heads are always welcome: Karen can spot an Electra driver from 40 paces! Here's a selection of bare chassis and barely alive cars, all purchased for the grand total of £14.50. The two battered cars both run fine, providing everything required for the underpinnings of a plastic kit. The advantage of buying a selection of models is that various motors can be collected and fitted as required. Any that accept the narrow FF motor are particularly suited for use in single-seater models.

Other traders can also offer new chassis from a selection of manufacturers: these six manufactured by Reptotec were found for £1.50 each. Take care with these as they require Mabuchi motors with the brush gear the opposite end from those fitted to Scalextric cars.

Adjustable chassis are ideal and can save a lot of time, but using any of the reclaimed items provides a significant financial saving: just a little work is required to modify them to different wheelbases as required.

The same trader was also selling various new wheel and tyre sets at very reasonable prices: £6 for four Ferrari 156 examples seemed a worthwhile addition to the spares box.

Although I was mainly interested in buying parts, a few other gems couldn't be ignored. A⇒⇒







rather nice VW Golf MK1, manufactured by Team Slot was such a superb example. This hand built, resin bodied car was a snip at £24, especially when removing the price sticker revealed that it had previously been offered for £30.

At first I walked past this Scalextric “Set 80”, 4-Lane Formula 1, anticipating a price beyond my funds for such a superb example. This is exactly the sort of bargain that is unlikely to be found on eBay, mainly due to the cost of postage. As I bent down to study the cars, I noticed the “£35 ONO” price tag. My tentative offer of a meagre £30 was enthusiastically accepted! The trader usually deals only in new cars so was keen to off-load it to an enthusiast. He even made a profit as it had been purchased, with very little expectation, for less than £10 at auction. There is the danger that if this set had been found by some online traders, the four cars

would have been sold individually and the remainder destined for the skip: the swapmeet provides an ideal venue for the sale of heavier items. Last year I purchased a “Set 30”, complete with two cars, for a similar price at the Orpington meeting.

As this set has obviously been tucked away for nearly fifty years, the cars are in superb





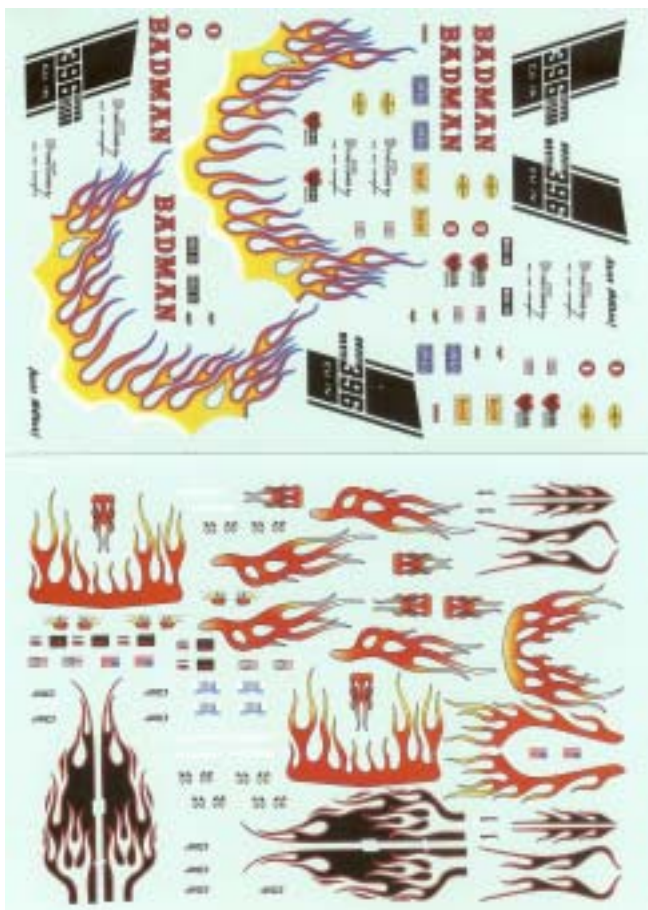
condition: even the tyres, shielded from sunlight, still provide acceptable grip. No servicing was required prior to setting up the track and having a play.

Amongst a display of wares was an innocuous box of decals. Very few were of interest but I felt obliged to browse. Amazingly these were all Patto's sheets – in the UK without any postage cost. Most were decal sets for specific vehicles but I managed to find two sheets which will provide the finishing touches to a couple of recently converted plastic kits.

In summary, swapmeets provide a damn good day out: no postage, plenty of friendly enthusiasts, a bargain or two and possibly even a new town to explore. With the club taking

responsibility for the February 2012 Milton Keynes event, please take the plunge, have a great day out and grab a few bargains. If you read this and are inspired, please track me down when you arrive at an event and I'll endeavour to make a few introductions.

Any comments on articles are always welcome, especially if it's to correct a niggling inaccuracy. Many thanks to Martin Kay and Steve Barber for photos taken at swapmeets – more evidence for Karen that I spend too much time rifling through boxes. ■





# The Little People

Pete Simpson

The differentiating feature of slot cars, over the vast range of highly accurate 1/43<sup>rd</sup> scale models, is the ability to move. A direct consequence of this is the need to have convincing occupants. For coupes and saloons intended principally for racing these can be a simple formed Lexan insert whilst, if weight is less of an issue, others can have a more accurate resin moulding. With the improvement in quality of RTRs, even they now have very realistic and varied drivers often more than just head and shoulders: sidewinder configurations allow full length people to be included. For open cars, where the natural shadows won't conceal the interior, more thought and time needs to be directed to this aspect of the model. So, if scratch builders are to maintain credible appearances, the little people will require some effort.

Sources for model people are quite varied, if a little imagination and skill is employed. Some Airfix kits had drivers although these are getting scarce and thence valuable, resin drivers are



available from some of the resin-kit specialists and some can be converted from railway people. The Preiser range offers several that can be converted with little more than a scalpel, adhesive and filler: take a look at Slot Track Scenics offerings.

All of these have limbs which can either be repositioned or replaced to suit: sometimes entailing the para-surgical removal of unsuitably posed appendages. Luckily for us, 1/32<sup>nd</sup> arms are all chunky enough to accommodate a hole to accept a length of paperclip to help strengthen the joint. Simply cut the arm, or leg, drill lengthwise, insert a short length of paperclip, trim the joint to suit the application and glue together. As it is likely that mixed materials will be employed, for different parts of the model, it is usually best to use Araldite to fix the parts together. Do not attempt to fill the gaps at this stage. Using pins to reinforce the joints means there is often a second chance to tweak the angles once all has cured. Sitting the person in the vehicle as the adhesive dries is an ideal way to ensure correct alignment of arms and legs. Once the positions are perfect the gaps can be filled with a material such as Milliput. Heads can be positioned in a similar fashion, even if ➡➡





moulded integrally with the body: simply cut off and pin to achieve variations. At this stage the person will not look particularly impressive, but should fit nicely in the car with hands and feet, where visible, posed to be as realistic as feasible.

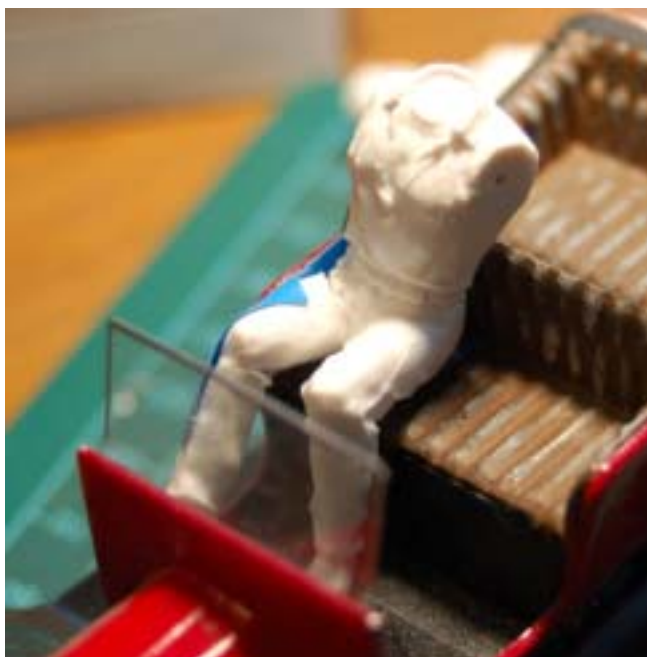
As with any two-part adhesives, great care needs to be taken in order to ensure that mixes



are correct to guarantee that a full cure is achieved: retain the leftover mix so that complete cure can be confirmed. Allow plenty of time for any epoxies to achieve their full cure strength: rapid versions often still require over 24 hours to fully set, with several days being likely if the temperature is lower than that recommended.

Once fully dry the model will be robust enough to withstand careful filing and sanding to blend the modified areas into a single, smooth surface. Clothing folds and creases should also be reintroduced at this time. It will often be necessary to add further filler during this stage, especially with resin parts, because blow holes can appear as the core of the moulding is exposed.

Before commencing painting, the model should be scrubbed clean and allowed to dry.







Priming with aerosol is ideal as it allows a fine coat to be applied which will reveal any imperfections and provide a good base for the colour scheme. My personal choice of primer is Games Workshop's Citadel Skull White as it keys well and provides a nice surface for Citadel acrylic paints. I've previously advocated the use of Games Workshop paints and it seems that



I'm in good company: a recently purchased kit from Chris Deco, of PSK, also provides the GW references for the detailing colours.

Many hours can be spent deliberating suitable colours for clothing or, alternatively, take the opportunity to use all those annoying shades of paint that aren't appropriate elsewhere: how many 1950s F1 cars were decorated in either Tentacle Pink or Warlock Purple?

First block-in the base colours, starting with the lightest. Once touch-dry, shadows can be created by darkening the main scheme: allow to dry thoroughly and then add highlights. Dry brushing is the usual method: the paint is gradually lightened and added in decreasing





amounts. It can be quite therapeutic as the model is teased into life. A couple of warnings are worth noting. First, don't try to lighten red with white as it will turn pink. Instead, use yellow to turn highlights slightly orange, through yellow and only white as the final



highlight. Secondly, the "dry" in dry-brushing really does mean DRY! For the final, almost white, highlights the brush needs to be virtually free of paint. Use an old brush and off-load any paint onto a dry tissue prior to applying to the model. If good quality acrylic paints are used, a model can be taken from primer to complete in an hour or two: if three of four are painted concurrently there need be no waiting for paint to dry.

As soon as Pioneer announced the red Charger, a simple conversion was unavoidable.







Any Jan and Dean fan will immediately realise that the Dodge must be a certain Little Ol' Lady's late-model example, nicely explaining why she looks five years older than she should. Actually, this is quite justifiable, as the series of commercials launched on the song's success came to an end in 1969. The woman is the same model as in the rear of the Model T Ford, so, in order to achieve a realistic pose, legs had to be reshaped, arms and handbag had to be removed, new arm created and replaced, and the seat had to be moved closer to the steering wheel. Sitting her in the car during the arm-fitting stage helped enormously in posing her arm on the steering wheel. Hopefully, the selection of photos here shows the various stages involved. Once all is reassembled, this simple conversion adds a little personal touch to a factory RTR model. ■

The past two months have seen the release of several new cars for Slot.It, including a very famous one for the Le Mans Winners Limited Edition range.



**CW09 Ford GT40 Le Mans Winner 1966 Ickx / Oliver**

The first model reference CW09 is based on the iconic Gulf sponsored #6 John Wyer Automotive Engineering entered machine from Le Mans 1969. Much has been written over the years of this classic car and race, where Jacky Ickx strolled across the track and was last away as he fastened his safety belts properly in his own



**CW09 Front view**

one man protest against the traditional run and jump start. He and Jackie Oliver then battled their way to the front over the next 372 laps and Ickx beat the Herrmann / Larrousse Porsche 908 to the line on the very last lap to record a sensational win by just 120 meters.

Presented in the now familiar Le Mans Winners range orange presentation box with potted history of the real car and Limited Edition card number, the models famous pale blue and orange livery has been reproduced by Slot.It to their usual high standards with eight different tampos printed colours and high quality sharpness making it pretty accurate compared to the original car. However mine was not entirely flawless with a tiny hairline flaw in the paint on the front wing / bonnet area. Quality details as ever include mirrors, wiper, lights, vents, filler caps, exhausts and grilles, with the usual high standard full depth cockpit complete with Jacky Ickx at the wheel. In terms of chassis and running gear it is fairly similar to the earlier Slot.It GT40 and in standard form power is provided by a side winder 21.5K motor, with 12:32 pinion/ergal gear ratio. The front axle is height adjustable as normal and a standard magnet is installed. Wheels are alloys at the rear with Firestone tampos printed treaded tyres all round, brake disc inserts, correct six spoke orange wheel inserts and silver knock off three eared spinners at the front and rear. Length is 133mm, height 30mm, wheelbase 75mm and track 60mm with standard weight at just 62g. Now some will moan that the dimensions are not to scale however visually the Slot.It versions look more realistic than the NSR and offer a better compromise between looking right and race performance. The box also includes a couple of spare grub screws and an Allen key always handy for the pit box. Unlike





**CW09 Top view**

most Slot.It cars the model can only be upgraded in side-winder configuration due to the chassis / full cockpit detail of the model. It can of course be fitted with working lights, magnetic suspension, and SSD/Oxygen compatibility.

Due to changes to the Wolves international track ready for this year's final UK Slot.It challenge round the previous lap time markers were rendered meaningless as the track is now longer and features the additional "Tyrer Curves" complex in memory of Wolves club stalwart Ian Tyrer who sadly passed away in September. Running the older Slot.It Alan Mann GT40 gave lap times in the low 10 seconds bracket in my hands before giving the new CW09 a run, which rather unsurprisingly resulted in lap times in the low 10 seconds



**CA20A Ford GT40 MKII 1966 Andretti / Bianchi**

bracket so in terms of performance the new release is almost identical to the earlier model. With 7,000 units worldwide it's not the most exclusive Limited Edition but it is an important addition to Slot.It's famous Le Mans car range and a must for collectors.

The second new release is as I have mentioned the latest livery of the Ford GT40 MKII this being reference SICA20A the blue and yellow car entered for Mario Andretti and Lucien Bianchi at Le Mans in 1966. While its famous sister cars finished 1-2-3 this particular car suffered retirement due to head gasket failure after 8 hours. A striking colour scheme rendered with Slot.It's usual quality detail. The running gear and performance is pretty identical to the two other Slot.It GT40's. In addition Slot.It have also released SICA18Z a plain white GT40 kit version with standard running gear comparable to the other three.



**CA18Z Ford GT40 plain white kit**

The fourth new release is the #10 Audi R8C "Reloaded" from Le Mans 1999. The Audi UK entered car was driven by James Weaver, Andy Wallace, and Perry McCarthy sadly succumbing to gearbox failure after 198 laps. Like the previously modelled #9 sister car this Slot.It captures the real car extremely well with sharp tampo printing and plenty of detail parts. The running gear is a offset in-line but the standard car can be upgraded to a Flat-6R angle winder version and has the normal compatibility with light weight interior magnet suspension, SSD/Oxygen, lights, etc. Dimensions are 147mm long, 30mm high, 83mm wheel base, 63mm track and 72g weight in standard boxed form. Performance wise on the new Wolves track the Audi managed low 9's in my hands⇒⇒



### **CA12 C Audi R8C 1999 Weaver / Wallace / McCarthy**

comparable to the box standard Toyota and Porsche 956 I was trying at the same time so in hotter form it should be near the pace the real racing guys expect.

Some additional new tune up parts available this month a selection of 15 x 8 and 15 x 10 short air hollow lightweight alloy hubs, 48mm and 51mm rectified and tempered 3/32<sup>nd</sup> axles and 54mm hollow axles.

Finally the fourth and fifth rounds of the 2011 UK Slot.It challenge took place since I last tickled the keyboard. At Hereford's Ninco track for round 4 Lee Green (Mosley) took the win, with home driver Phil Field second, Jack Thoburn (Pendle) 3<sup>rd</sup>, Lee Andrews (Slotmaniacs) 4<sup>th</sup>, Shaun Mitchell (North Staffs) 5<sup>th</sup> and Lewis Gough (Wolves) 6<sup>th</sup>. In the juniors Ben Clements (Wye Valley) won from Lewis Anthony (Wolves) and Matt Sharples (Wolves). Round five was held at Pendle on their reshaped steel braid track with home star Jack Thoburn winning, Julian Edwards (Moseley) 2<sup>nd</sup>, Andy Bartle (Wolves), Shaun Mitchell 4<sup>th</sup>, Lee Green 5<sup>th</sup> and Phil Field 6<sup>th</sup>. In the juniors we had another home track winner with Harry Smales taking victory from Ben Clements 2<sup>nd</sup>, Lewis Anthony 3<sup>rd</sup>, Archie Davies (Lincoln) 4<sup>th</sup>, new boy Ryan Nightingale (Wolves) 5<sup>th</sup> and Matt Sharples 6<sup>th</sup>. With just the final round of the UK Slot.It Challenge to go on the copper tape Wolves International track on Sunday 22<sup>nd</sup> October the tables currently are as follows.

### **Seniors:**

Shaun Mitchell 240 points, Jack Thoburn 225 points, Lee Andrews 222 points, Lewis Gough 220 points, James Lymer (N Staffs) 209 points,

John Bailey (N Staffs) 199 points, Andy Bartle 197 points, Julian Edwards 192 points, Lee Green 184 points and Mark Probert (N Staffs) 184 points. Drivers will drop their worst score from the six rounds meaning that only Jack Thoburn or Julian Edwards can mathematically catch Shaun in the seniors although that would now seem a long shot a I have just come back from a Thursday practice night at Wolves where Shaun was trying out the new International track ready for the Wales and West Ninco round on October 2<sup>nd</sup> and was absolutely flying showing a real liking for the new layout. I was astounded by this impromptu master class in slot car driving and this must send out alarm bells for his two nearest challengers as he was always quick on the old Wolves International.

### **Juniors:**

The Junior title has now been mathematically secured by Wolverhampton's Lewis Anthony with 96 points with just his home round to come he leads Ben Clements on 58 points, Archie Davies on 54, Harry Smales on 40 and Matt Sharples on 33.

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





# How All Started for Me

By Shan Bennett

I suppose I was no different to most boys and loved playing with Corgi, Dinky and Matchbox cars (as well as Action Man) in my early years in West Ham (I was born in Plaistow Maternity Hospital in 1958) and then Hammersmith.

Then one day in 1963, when I was 5 years old, a Competition Series Scalextric Set arrived. Dad, who was a Metropolitan Policeman, said that it came from a fire damaged shop and he had changed the cars so that it contained a yellow Jag D Type and a Green Lister Jag. I still have the set, with its elongated figure of eight rubber track, thumb controllers, which I can recall were always hot since the air holes were covered by the users hand, and the cars – prized members of my collection. I recall spending most of my time sitting at one end putting the cars back on while Dad, Uncles and members of London's law enforcement raced around the track. Next, Dad bought home some more cars, this time a black Bentley and a blue Alfa. I remember removing the mud guards before racing as per the instructions, and these little beauties are still complete and in the cabinet to this day. I can also remember going with Dad to a commercial track, I think it was in King Street, Hammersmith, where Dad raced a 1/24 scale Can Am car (I still have it) and on the smaller track I played with a blue Airfix Porsche GT (again still in the collection).

Six years later, a move to Folkestone when Dad passed away, meant that the Scalextric was confined to the loft and forgotten about, although my love of cars continued, this time in the form of Hot Wheels.

Another move at the age of 14 to the village of Barningham, in Suffolk, resulted in my toys being taken out of the loft and the Scalextric was rediscovered. By this time, the rubber track had been discontinued, and my Mum and Step Dad bought me a set and a load of Plexitrac (now called Classic) from a shop which was closing down in nearby Bury St. Edmunds. Along with this came pit lanes, pit multi-lane cross overs, Goodwood chicane, flying leap etc. (most of which was used on the NSCC fun track at this year's International Slot Car Festival!), two C37 BRM's, a Yellow C7 Mini, C81/C82 Lotus and Cooper, a Red C16 Ferrari P4 and a Dark Green Ford Mirage. My friends and I spent many happy hours racing against each other, with them bringing their own cars as well as some that their Dad's had built. I remember one who raced a green Marcos (I have in my head that it was a Monogram but can't be sure). My Ferrari P4 became the car to beat and I still have fun using one today at the club in Bury St. Edmunds for our non magnet racing.

Scalextric was not alone in those days. Subbutteo was a must for a football fan (West Ham of course), a MK1 Raleigh Chopper⇒ bicycle in bright orange, and playing every Saturday and Sunday for the village football team. As I got older the Scalextric went back to the loft, taking second place to fast cars (3 x XR3i Escorts) exotic foreign holidays with my mates from the village football team, the village pub and girls.

Eventually, I moved to Bury St. Edmunds, where I work in the Finance office of the Beet Sugar Factory for British Sugar (Silver Spoon) and saw an advert in Model Mart for the NSCC. I joined in 1992 and the Scalextric came out of the loft, but didn't work because the cars

tyres had gone hard. These were quickly replaced through the members ads (there were loads back then) and I realised that some of my cars were very collectable. My wallet has been lighter ever since. Collecting has almost become an obsession. I have made some great friends through the Hobby and put myself forward for the NSCC Committee as Swapmeet co-ordinator several years ago. Since nobody else stood, I was in! Later, I took on the Treasurers role, but never realised that this would also involve having my spare room filled with Club cars, NSCC boxes, items of NSCC clothing and various parts of display equipment!

I still enjoy racing, but would class myself as more of a collector, principally of Scalextric products, although I do have a few cars from other manufacturers such as the SCX MK2 Escorts and Ninco DTM cars. I also dabble with Digital, having a 4 lane 6-car PBPro SH powerbase which Riko kindly built up for me a couple of years ago, with the Pit lane refuelling set up, which is brilliant, but there is still something about the old days of rubber track and round pin guide cars, which I miss in its simplicity I think. ■



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

Well firstly there is some fantastic news this month for readers of this column in that we have a successor to take over the writing of eBay Watch in the next couple of months. I will be working closely with John Clubbe until the end of the year to ensure a smooth change over and to let him know a “few tricks of the trade” so to speak to keep up your interest in the column. My thanks also go out to Geoff Hood who also threw his name into the ring for this role, so you can be assured there is a plan B and no excuse not to renew your NSCC membership for next year as I am sure the column will go from strength to strength and hopefully this will allow me to do a couple of specialised articles on sniping etc. as well.

Not so good news for me to give you a view on the “stats” front is that during the last week of September the amount of listings I see on my saved searches seems to have gone all over the place from one day to the next. With the free listing weekend as well, as we go into October, the listing numbers have jumped to around the 20,000 level though at one point during the week listings were at the 26,000 level which probably means eBay have been tinkering with the search results from other countries again. Other not so good news is that there seems to be more transactions that seem not to be as smooth as they should be from some sellers and although eBay generally refund your purchase costs, they do not cover the return postage of faulty items so my tip this month is to read the listing carefully first before bidding even more so than ever before. You also need to check out the feedback of the seller and if they have left “negative” positive feedback for a buyer or if eBay have removed feedback as it has breached policy.

### **Rarities**

Well I know some slot cars fetch an awful lot of money, particularly the brands not so familiar to us in the UK, but I was astounded to see a very rare Carrera Plymouth Road Runner at whopping £10,000,000 less 3p. It was a red MK 1 model reference 25718 but I am sure the seller was only trying to draw attention to the car at that price though it was free P&P and it did not sell not surprisingly (Check out item 260841499999). Other high priced items catching my eye but failing to attract the bidders were a Scalextric Bond set at £2,000 or £3,000 BIN (170695379175) and a set of 7 Pioneer Bullit cars including the gold and silver versions that was started at £600. Continuing the Quattro theme from the past couple of months it appears there are still some buyers around with money to burn as the blue Calsonic Nissan was snapped up for a best offer of £139.99 from a German seller who also got £135 with another BIN listing.

### **Vanquish MG**

Prices for the Lotus F1 models remain strong, particularly for one German seller who made £250 on the Gold Leaf car, £211 on the JPS, £134 on the Lucky Stripe and £113 on the Blue OXO model on a Sunday night. Other high prices seen that same night were £103 for the Gulf Mirage ref LM23 and £62 for the Carling Black Label McLaren M8D ref CA7. With a little searching though there are still bargains around and a McLaren M8B kit was snapped up for only £30 on Monday night though it was described only as a slot racer kit (220852547620).

### **NSCC**

A listing with a NSCC theme attracting some ⇨⇨

interest this month was for some decals for the Blue Escort XR3. There were 6 logo's and 30 number 1 roundels which went to a bid of £16.50 on Saturday lunchtime (330618029257). A 1999 NSCC weekend Lamborghini Diablo made a respectable £150 on a Sunday night (270824339037) and surprisingly someone wanted the SCX Skoda Fabia badly enough to pay £56 on a Tuesday night (120775698145) but I may be a little unkind to it as another went for £51 in the month as well, on checking up. Last but not least a NSCC membership tin badge made £10.50 on Sunday lunchtime (270814246328) though earlier in the month the same badge and key fob made only £6.00 from another seller.

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

Batman 1966 BATMOBILE Slot Car CLASSIC 1/24 Scale Bxd \$1195.95 (BIN from US seller on Friday night on US eBay but showing on UK site 110749672248)

Cox Chaparral Mag Frame 2E Slot Car - M.I.B. \$1352 (Sunday night sale from US seller. Restored kit from 1999 from a Philippe de Lespinay 140605296925)

RARE Spanish Scalextric Tyrrell P34 F1 Car Banco Occidental VG+B 4054, £641 (Sunday night 300598276967)

RARE Spanish Scalextric Renault Alpine 2000 GT Banco Occidental VG+B 4053 £560 (Same time and seller as Tyrell above 300598276103)

70"S SCALEXTRIC VINTAGE ADVERT 11"X 8" METAL PLAQUE £8.20 (About A4 size showing train, Scalextric and Aurora sets available from Argos. Different! Several for sale in the Collectables, Advertising category on UK eBay -see 260808032019)

Scalextric Lotus 49 #5 Gold Leaf Ltd Ed C2964 MB Graham Hill. £170 (Sunday night bidding frenzy 300603559153)

Valvoline limited edition scalextric £16.00 (Rare Australian set from UK seller on UK eBay Monday night 220859010773)

Rovex Scale models, metal pin badge, Scalextric. £4.99 (Single bid on Monday night 390346718097)

Your book of model car racing by Kenneth Gee

(Your book series) 1965 scalextric £2.95 (Ex library example in good condition on Thursday afternoon in Books category 260858875305)  
Scalextric C2545 Ford Mustang "Modelzone" No.3 car in Red, White and Blue £62 (Thursday night MB example and another had sold for £75 BIN a few days earlier and only £33.66 on auction on a Saturday night. 250897619339 and 150658302140)

Scalextric Porsche 911 GT3R, Pre-production model. £68.99 (Unpainted black body made up on Monday night 270821129656)

PORSCHE GT3R 72 LUC ALPHAND RARE £51.01 (French set car on Tuesday night and seemingly cheap. 280737466147)

FLY 99039 FORD GT40 CAMERA CAR GULF WITH DVD \*RARE\* £82.99 (BIN price from one seller who had several examples of a supposedly rare car 310345902195)

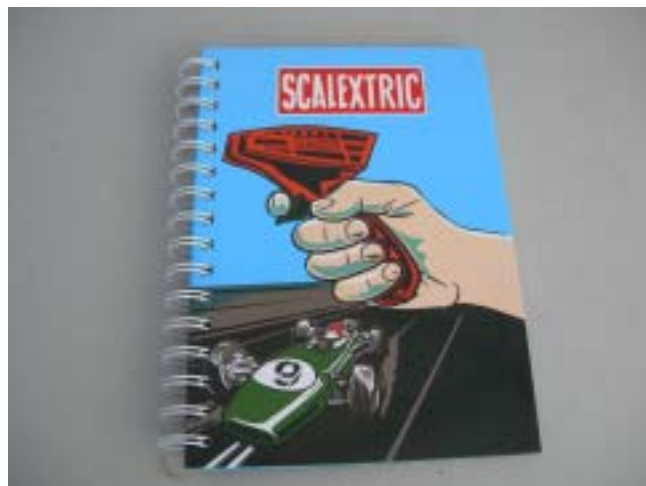
Lastly some interesting Scalextric officially licensed items caught my eye on eBay this month, that you may not have seen or heard about so I did a little research on them. You may have seen the Scalextric storage boxes already that appeared a couple of months ago but it seems there is a whole range of products out there that have been licensed by Hornby showing their main brands of Hornby railways, Airfix as well as Scalextric products. Those with an exclusive Scalextric theme include a notebook and a ceramic mug in presentation box as well as an enamel mug. I have taken some photographs that hopefully Jeremy will have included to illustrate the mugs and notebook as they are quite an attractive offering. There are







other Hornby licensed brands as well as Scalextric, shown on flasks, dispatch bags and wash bags but I have not seen any on clothing as yet! Will the NSCC weekend be an excuse to buy a wash bag I wonder for someone, though they are around the £30 mark? Check out the Wild and Wolfe website that shows the various products but not the notebook or box at time of writing, so there may be more products out there through different distributors! The Wilde and Wolfe website is trade only, but you can buy the mugs on eBay if you search carefully or if don't want to use eBay they can be bought directly from the [www.Lifestylish.com](http://www.Lifestylish.com) website as well as one or two others. I was cheeky enough to ask



for some discount on the mugs I bought from Lifestylish and if you use the discount code "NSCC" on their website they will offer a 5% discount on all their products to NSCC members as well. The mugs retail at around the £8 mark for the record and if you want any help getting these or indeed have spotted anything interesting for the column just drop a line to the "ebaywatch@nsc.co.uk" email address. ■