



No. 354 SEPTEMBER 2011

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Swapmeet Season Approaches

Now we are into September, the kids are back at school, the nights are drawing in and the mornings are a little bit darker, I guess you can say summer is virtually over and we have the long winter to look forward to.

On the plus point this at least means there are some swapmeets coming up, with the chance to mingle with other enthusiasts and grab a bargain, plus of course the NSCC weekend is that little bit nearer!

I myself must confess as to having done very little over Summer on my own layout in terms of landscaping, racing or indeed general maintenance as there always seems to be something else requiring more immediate attention, cutting the grass, entertaining the kids or walking the dogs for example, but perhaps now the garden won't be requiring my attention for a few months and the kids aren't around the house all day maybe, just maybe I will have a little bit of spare time to go to the shed and work on the track or some conversion projects I have had thoughts on, plus I can get some of the recent purchases of cars, scenery items and other bits and pieces (Scalextric 'clutter' as the wife says!) out of the house and safely to their final destination of the 'shed'.

This month you will see within the Journal some news on the Milton Keynes swapmeet, which I believe will be good, not only for the future of this event but also the ethos of swapmeets as a whole and indeed the Club, I won't say more here as you can read it yourself in Chairman's Chat.

Now some quick news on Ramsgate for those attending, most have paid but some receipts are still outstanding you know who you are! With regards the organisation of the event we have now allocated you into your respective teams and are sorting out suitable attire (anyone for a pink bandana?), meals have been organised, the tracks are being designed, the cars chosen (although there is a twist on this on one of the tracks!) and the Hornby Visitors Centre trip is being arranged as we write.

So until next month.

Jeremy



# MESSAGES FROM MARGATE

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

By Peter Simpson

Once again I am beginning my report by thanking members for identifying incongruous elements of previous Messages. This time it is the Civil Guardia Alfa 159 that has caused questions to be raised. The car on display at the Ramsgate weekend in November 2010, and subsequently illustrated in the January 2011 Journal, appeared to be black and white. This was the car destined to be released as a SuperSlot model, S3149. However, the Scalextric version, C3149 that I photographed and reported on in June was green and white. Those that have enjoyed a holiday in Spain will realise that C3149 is the correct livery, although maybe the roof lights should be a light bar rather than individual lamps. All images that I've seen of the Spanish model also show it to be green and white. On further investigation it has been revealed that the car on display at Ramsgate was a prototype and was actually, erroneously finished in a very dark shade of blue. This was corrected so that all production was subsequently in the correct colours. Both Spanish and UK versions have the same registration, PGC 9315 D, so there is no evidence to suggest that the



Scalextric and SuperSlot models are different. Looking at various images, and comments from owners, there does appear to be a slight variation in models in that some are dark green and some are *very* dark green. For anyone wanting an interesting example of a prototype just hope that Hornby decide to offer the dark blue version as a charity-raising donation to the Ramsgate weekend fund raising auction. This would be quite appropriate a year after the first occasion that this model was first seen. One feature introduced for the first time on this car, but impossible to capture here, is the inclusion of a sound chip that plays a 30 second loop of sampled police car siren.

After last month's article extolling the virtues of endurance racing, and Peter Solari's report on the Ninco Ford Focus, I think that it may be time to head-off the incoming mails by committing a few words to Scalextric's own representation of the Blue Oval's WRC contender. I did mention, merely in passing, the forthcoming Merkstein Focus back in June but,





as I lost touch with WRC when ITV lost their licence to provide coverage, I was unable to provide much background. Well, hopefully I can correct the situation, at least as far as the models go.



The Scalextric Focus has had a superb innings representing Ford's rallying interests since 2000, although it did take a sabbatical between the end of 2003 and 2007. Originally it was rear wheel drive but, when it reappeared in 2007, in the 50 year celebratory catalogue, it had power to all four wheels and an aggressive rear wing. This latest layout sited the engine in prototypical fashion transversely at the front with drive then being transmitted to the rear axle to provide four-wheel drive. OK, maybe Ford didn't employ a rubber band! Although getting a bit long in the tooth at WRC level, nonetheless the USA Monster Team ran a Focus for 2011 before switching to the Fiesta. So, maybe there's a possible last example prior to the 2012 release of the Fiesta?

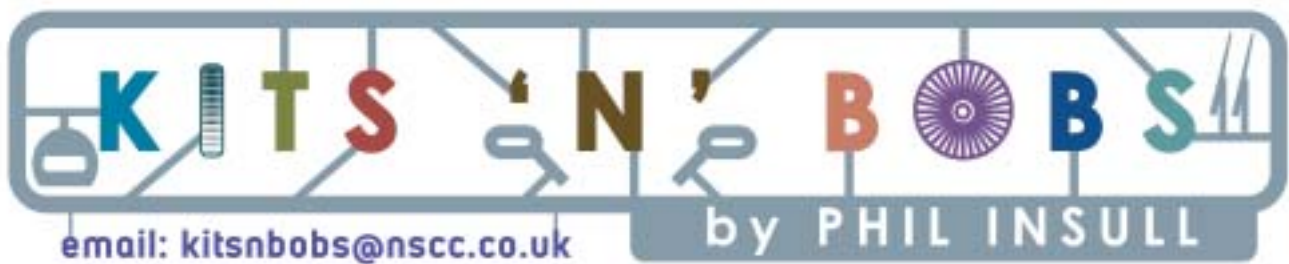
The next of the sets should be out soon: Digital Race Line, C1275. Apart from providing a good introduction to digital slot car racing, this



set can also be viewed as an ideal conversion pack for upgrading from analogue. Two straight lane changers are included so a realistic circuit can easily be constructed. The recommended selling price is just short of £200 but I've already seen it advertised for £175 so a little shopping around could save the cost of another car. Don't forget that 10% discount is available to all Scalextric Club members at several retailers, including Model Zone.



So, with everyone on the beach, presumably including our Chinese friends, that's all to report for this month. ■



This month we start off with the 1977 Dodge Monaco Police Cruisers from Choc-Ice, as I showed you last time I have completed two; one as the Roscoe P. Coltrane Sheriff's car from the Dukes of Hazzard using Gareth's supplied decals, while I have custom made my own decals to do the beaten up ex mount Prospect police car made famous by Jake and Elwood in the Blues Brothers. Gareth has now supplied me with the interiors complete with three heads, the first is made up as Roscoe himself, while the other two have been modified and coupled with a "Jake" passenger whose body is made from blue-tack to turn them into the "Blues Brothers" and here is a close up of the finished figures.



#### Close up of the Blues Brothers and Roscoe

Another car I've shown you recently but has had some extra touches put on is the excellent ERA from G.T. Models done as Prince Bira's "Romulus" I have now made up my own siam and white mouse stable decals for the car as shown below. George has been busy during the summer fulfilling orders for his range of slot cars and is in the process of finalising the 1960 Ferrari Dino 246. His website depicts the #20 Italian G.P. winning car of Phil Hill and I believe that subject to decals being ready this car could be on release late September. Progress also continues on the Jaguar XJS and the McLaren

M8A both of which should be out later this year. George will also hopefully be joining us at Wolverhampton on Sunday October 9<sup>th</sup> for our OCAR Pre-1970 Saloons event where we are also hoping to have Penelope Pitlane and RS Slot Racing as well as sponsors OCAR, so plenty for folks to purchase even if they are not racing.



GT Models ERA "Romulus" with custom decals by Phil Insull

The next car is one I have built for the upcoming Saloon event and hopefully for Wellingborough's classic meeting on Sunday 3<sup>rd</sup> September. This is a Sunbeam Rapier body from Pendle Slot Racing considerably lightened and modified and fitted to a Penelope Pitlane In-Line Competition chassis. The chassis has been reasonably quick at Wolves but only time will tell if it's any good with the body fitted for racing. The weakest component however is likely to be the nut behind the controller – unless SIC contender Lewis Gough drives it instead of me! Pendle's range of bodies has been added to this month with the release of a Citroën Traction Avant kit. ➡➡





**Pendle bodies Sunbeam Rapier with PP Competition In-Line Chassis**



**Top Slot Limited Edition Mercedes 300 SL Competition Prototype Coupe**

While talking PSR, Shaun has a couple of new Limited Editions in this month the first being from a new company called Octane who's debut car is the Group A #3 Renault 11 Turbo as driven to 6<sup>th</sup> place by Ragnotti / Thimonier in the 1987 Monte Carlo rally. Coming in a presentation box it certainly looks the part although its price may mean that very few ever see much regular track use.

The second is the latest in Top Slots limited collection this being the Mercedes-Benz 300 SL Competition Prototype Coupe again a real beauty in its presentation box but most will sadly never turn a wheel in anger.

French website BSR have an exclusive new Lancia D20 coupe as a Limited Edition of the #76 blue and white car driven by Umberto Magioli to win the 1953 Targa Florio, while



**Octane models Renault 11 Turbo Monte Carlo rally 1987**



**BSR Limited Edition Lancia D20 Targa Winner 1953. (Picture courtesy of BSR)**

Proto-Slot have now released their exquisite looking Chaparral MK1 kit as the #66 car driven by Jim Hall to 2<sup>nd</sup> place at Riverside in 1966 and also in their Mono-place range Chris has now released the #50 Alpine A346 Formula 3 car that Patrick Depailler used to win the 1972 Monaco G.P. support race.

GMC/MMK have released their new Porsche 718 GTR as the #27 works car of Tony Maggs / Jo Bonnier from the 1963 Le Mans race, the real car retired due to an accident after 9 hours. While my friend Milan at MTR32 has

recently released a pair of customised NSR Porsche 911GT3 RSR's the first is the green and white #1 Prospeed Competition Car of Heylen / Lappalainen driven in the 2011 FIA GT3 championship sponsored by Teknos and Gaffi wrap, while the other is the blue and white #2 car of Soulet / Van Spinteren sponsored by NEC and Mobil 1. Sticking with NSR they have four new liveries out, the first depicts the #21 Gulf sponsored 917K of Rodriguez / Kinnunen that retired at Le Mans in 1970 after 4 hours due to fan failure, the second is the Alan Mann Ford P8 in a #7 Gulf livery, the third is⇒



**Proto Slot Kit Chaparral MK1 (Pictures courtesy of PSK)**



**Proto Slot Kit Alpine A346 Formula 3 Patrick Depailler**





**NSR Ford P68 Gulf Livery**



**Slot It GT40 Le Mans Winner 1969.**

the Ford GT40 MKII #6 of Andretti / Bianchi that retired at Le Mans after 8 hours in 1966, and the fourth is the #1 Porsche 917 RSR in Loctite livery.

Avant have also been busy with new liveries, the Mirage GR8 is now available as the #10 Gulf car driven by Schuppan / Jassaud to 3<sup>rd</sup> at Le Mans in 1975, while the Porsche Kremer K8 appears as the #1 FATurbo entry of Bouchut / Lassig / Toivenen that suffered a DNF at Le Mans in 1996. Finally they have also produced Sebastien Ogier's #9 BF Goodrich sponsored Peugeot 207 S2000 car with which the mercurial French youngster won the Monte Carlo IRC rally in 2009. Sticking with rally cars Team Slot have now improved their tampo finishing and release a new version of their popular Lancia Delta this time as the #17 Marlboro sponsored car driven by Pedro Diego in the 1992 Rally De Cataluña. Scale Auto have two new liveries of their 1/24<sup>th</sup> scale Porsche 911GT3 the first depicts the #96 cup car in Gulf livery entered by Moss Racing and the second is the #77 RSR Felbermayr machine driven by Leib / Lietz / Henzler to win the GT2 class at Le Mans 2010 finishing 11<sup>th</sup> overall after 338 laps. The last new car this month is the much awaited Limited Edition GT40 from Slot.It. The car joins their Le Mans winners range depicting the #6 John Wyer / Gulf entry of "Jackie's" Ickx and Oliver who famously overcame the mighty Porsche's to win in 1969. As promised a full review of this car will appear in next times regular bimonthly Forza Slot.It feature.

Very finally we have news of two new slot car publications the first is called Slot Racer and the second called Slot Car Mag and both are available in the UK through PSR. ■



Email: [carreracomer@nscg.co.uk](mailto:carreracomer@nscg.co.uk)



This is a surprisingly busy summer for Carrera. We have two new Mercedes C-Class for the DTM fans. Reference CA27359 is the AMG Mercedes DTM Deutsche Post Mercedes driven by David Coulthard in a stunning banana yellow livery, whilst reference CA27360 is the AMG Mercedes DTM in a chrome finish as driven by everyone's favourite Ralf Schumacher (!).



Following on from my review of a pair of Ferraris last month we have another pair, 458 Italia, reference CA27362, in a nice metallic blue and a 599xx, reference CA27361, in a striking yellow and black livery – nice. Even better is the sighting over the horizon of a 458 competition in Risi colours in both 1:32 and 1:43 scales, excellent news.

Finally, for now, we have a rather nice vintage Opel GT in red, reference CA27370, in race form and a more up to date Audi GT racer, reference CA27365, in the United Autosports livery. ➡➔







Looking to the near future my crystal ball reveals the following releases due, being a Lola T222, a BMW 2002 Tii, the Cars2 stars and great reliveries of the Ferrari 512BB, 458, McLaren and Porsche CanAms and Capris.

The 'Go!!!' series of 1:43 has some great

new cars, I see a big future for this compact scale with releases like buggies, Rally raid cars, DTM, LMP1, Rally and Cars2 stars all waiting in the wings. It is going to be a great autumn and winter with Carrera; I will do my best to bring you images very soon. ■





It was great to read the article in the August magazine about Champion Motor Racing by Kevin Owens. I had one of these sets as a youngster and will admit that, at the time, I felt disappointed that my parents had not bought a Scalextric set. However, it was set up in our spare room where I had a permanent layout with my Corgi cars and gave me many hours of enjoyment until it was eventually passed on to my younger cousin for his use.

News just in, a matter of hours before the Journal deadline that new models are on their way from Fly for September and are available to pre order now. The details of the cars with the Fly reference number and recommended retail price are set out below:

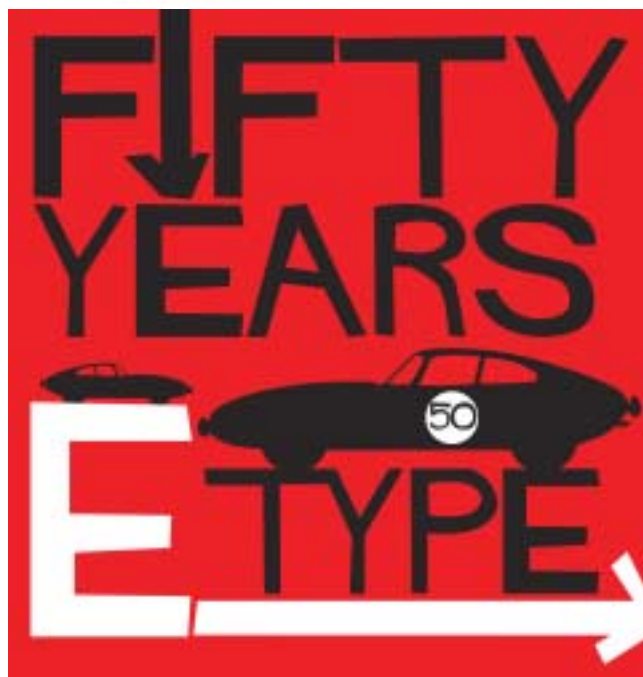
FS058102 is the Lotus 78 from the 1979 Aurora F1/2 series as driven by the Spaniard Emilio De Villota, RRP is £54.95.

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, RRP is £49.95.

FS003102 is the Porsche 908/2 from the 1970 6hr Del Jarama as driven by J. Bagration and R. Wisell RRP is £54.95.

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

No pictures of the actual models are available, but Fly now has a Facebook page so keep an eye on that for information on latest releases plus I will try and bring you further updates in coming months.



### Jaguar E-Type Anniversary

As anyone reading the motoring press or attending events such as the Silverstone Classic and the Goodwood Festival of Speed this year will be aware, that this year sees the celebration of the 50<sup>th</sup> anniversary of the Jaguar E-Type. The car created a stir when it was launched at the Geneva Motor Show in 1961 and continued in production until 1974. When released, Enzo Ferrari said, "It is the most beautiful car ever" →





made, and one I wish I had made". Jaguar continuously upgraded the car over three series using two engines and three body styles. In its final version it had a V12 engine, with a top speed of 146 mph.

The E-Type still has a strong following and was recently voted the UK's favorite sports car by 3,000 race goers and classic car fans. The organizers of the Silverstone Classic conducted the poll and the E-Type received 24.3% of the votes cast.

There are many examples of the E-Type in slot car form including 1/32 from Scalextric, SCX and Revell and 1/24 scale from Carrera. I have several in my collection as the pictures show.

There are two superb models from Revell which represent actual cars still in existence and which have been seen at events this year as we celebrate this motoring milestone.

Two lightweight E-Types were made for the Sebring race in 1963, one for Briggs Cunningham and one for the British car distributor Kjell Quale, the west coast Jaguar importer in San Francisco. The cars were flown over to Florida. On arrival both cars were sporting the livery designed for Cunningham. The story goes that a pot of red paint was found and the blue stripes were over painted red. Ed Leslie and Frank Morill drove the red and white car. Due to a technical fault they only finished





in seventh place in the 12 hour race but that was one place ahead of the Briggs Cunningham E-Type; they also won their class. It was stored for 35 years in a garage and was auctioned off at the Monterey Sports Car Auction in August 1998. The sellers put it on the auction block in the condition it was found; no attempt was made to clean it, so the 35 years of dirt was still present when it sold. The car was subsequently restored by Lynx Motors.

The silver car represents the factory supported Low Drag Lightweight E-Type that raced at Le Mans in 1964 as driven by Peter

Lindner and Peter Nocker; the car did not finish the race. The car later crashed killing Lindner and was impounded by the authorities where it remained for many years. It was subsequently rebuilt but in so doing some of its originality was lost. 4868WK is now owned by Peter Neumark and has recently been the subject of a four year 7,000 hour painstaking reconstruction from a tangled mass of metal to over 90% originality by CMC based in Bridgnorth Shropshire and is now estimated to be worth £5m. ■



As Spain reawakens after their summer siesta, Ninco are scheduled to launch no less than seven cars this month. Coupled with their 7<sup>th</sup> World Cup Final being held in the Catalunya region on the 9<sup>th</sup> and 10<sup>th</sup>, September is set to be a busy month!

### **Lightning Strikes Thrice!**

Three GT race cars are all given a make-over with new liveries as well as upgraded performance parts bringing them up to 'Lightning' status. Firstly the long-awaited Ford GT "Medley" (50533) is released following its announcement at the '09 Toy Fair. Based on Ford's 2008 GT Brazil entry, this car was driven to the winners post by Andreas Mattheis and Xandy Negrao who had won the inaugural event in a Dodge Viper the previous year. Next up is one of my personal favourites - the Audi R8 GT3. This beautiful machine is released in the charcoal black and white "ABT" (50558) livery carrying race number 2 from last season's ADAC GT Masters... *Will Ninco treat us to the yellow and white number 1 sister car of the same season?*

Completing the trio of GT racers is the Porsche 997 GT3 in a striking white and blue "First" Motorsport team livery (50589). As with the full size car, this will be happy competing in a variety of race series from the one-make Porsche Cup, through to GT or Endurance.

Each of these Ninco-S releases has been given the addition of ProRace parts to enhance the already quick performance. A powerful NC-12 "Crusher+" motor is mounted in the angle-winder position and is fitted within the new ProRace motor-pod/chassis design. As well as

being equipped with lightweight alloy hubs, all cars feature Lexan interiors to help shave a few more precious grams from the overall weight. An optimum gear ratio using 31-tooth crown and 13-tooth pinion helps to generate fantastic top-speed and good drive through sweeping large radius corners. The Ford and Audi are ready to race using scale 15" hubs and ultra low profile tyres at the front and grippy 19x10 tyres on 17" hubs at the rear whereas the Porsche is fitted with 16" wheels. All include a longer guide and silicone "Fast-On" cables allowing easy connection to the motor without the need of a soldering iron.

### **Austin-Healey Revisited**

Between 1952 and 1972, Austin-Healey produced essentially three models; the 100, 3000 and Sprite. Over the twenty year period, a variety of marks were built, some dedicated purely to racing but all were as familiar on the road as they were on the race track. Matching other classics such as the Jaguar XK120 and AC Cobra, Ninco's Austin Healey "LM Classic" (50590) is reproduced to an extremely high level of detail with fine chrome parts and nicely finished in a high-gloss lacquer.

The Austin-Healey marquee may return in modern times as there are reports of a link between Nanjing (owners of the Austin and MG brands) and Healey Automotive Consultants (registered owners of the Healey brand).

### **Beginners to Winners**

Although the Ninco-1 range is aimed at beginners to the hobby, the range of cars⇒⇒

appeals to the more experienced racer too. With Ninco-S versions now sharing some of the models, it is easy to fit a Ninco-1 body to its mating Ninco-S chassis. The popular Megane Trophy series is one of those where new liveries released under Ninco-1 can be easily upgraded to compete at a higher level. The latest Ninco-1 Megane Trophy is that of TDS Racing's 'Kinesport' (55025) livery, the number 2 car driven by Frenchman Jean-Philippe Madonia during the 2009 season.

The second Ninco-1 release this month is that of the 'Valvoline' (55042) sponsored Lamborghini Diablo driven in the 1996 1,000km race at Suzuka by Takao Wada ('86 Japanese Touring Car Champion), Hideo Fukuyama (first Japanese driver to compete in Nascar) and Luigi Moccia (who went on to become Italian Touring Car Champion '97 and '98). As well as covering top GT racers, the Valvoline livery is instantly associated with Indy Car, NASCAR and Touring Car racing.

### **Another XLOT First!**

I reported last month that this year's NWC commemorative car is to be the first XLOT Limited Edition release. Well, this month, Ninco announce a second "first" for the XLOT range... the popular collectors series of RACC

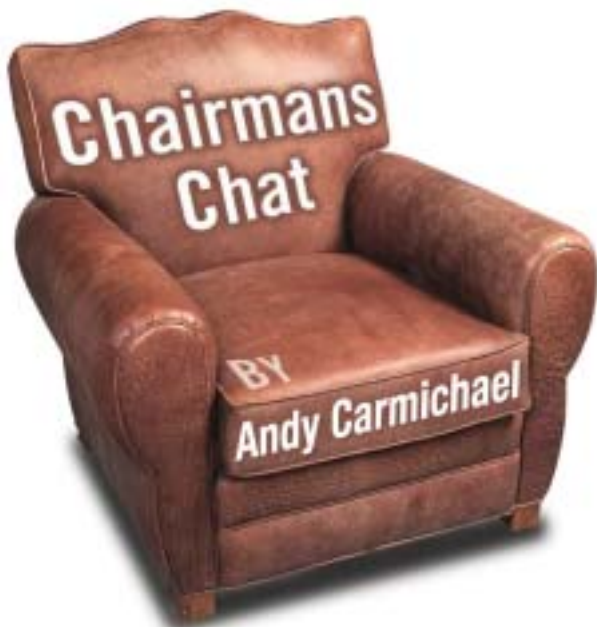
Catalunya cars continues this year with the BMW M3 E30 'Rally Costa Daurada 2011' (60019) in 1/28<sup>th</sup> scale XLOT. As with all previous years back to the 1/32<sup>nd</sup> scale Clio from 1994, the RACC car is released as a Limited Edition, so collectors, watch this space for more information!

### **Team UK Head To Spain**

With the Ninco World Cup 2011 scheduled for the 9<sup>th</sup> and 10<sup>th</sup> of September, it is likely you are reading this after the event. A full report of the competition will follow but the best of luck to all national teams participating. A special "Good Luck" goes to Team UK racers Matt Brice, Julian Edwards and Keith Farr under the captaincy of Graeme Thoburn. I recently delivered an XLOT BMW M3 and Metal chassis donated by UK distributor ABGee to Graeme to line up alongside the Ninco-S Megane Trophy that was being prepared. Team UK has only been able to compete with the backing from fellow slot-car enthusiast John Darby through sponsorship from DarMech, his own garage providing a first rate service to the South West. Thanks for your generous support John.

Log on to <http://nincoworldcup.blogspot.com/> for up-to-date information of how this major slot car event progresses. ■





I would like to start this month's chat with the announcement that our Club will be taking over running of the Milton Keynes Swapmeet starting with the February 2012 event. We will be radically changing the event and re-launching it with the intention of making it a premier event. I would like to thank Nigel Copcutt who has run the event for 25 years and for allowing us to carry the event on. Nigel's has agreed to let us print an explanation for his decision: -

'I am handing it on because I think 25 years is enough and the show needs new blood, and I'm handing it on to the Club rather than an individual because the Club is a constant whereas individuals come and go, and I would like to think of MK continuing for many years to come, and because I don't think it's healthy for individuals to run more than one show'.

So what will be on offer for the new event you may ask? The Club will be producing a special car for the event and to make sure you get one you will need to be there! The costs for the event will be reduced with trade tables with space for a backing table being £20 and small collector's tables a snip at £5. Entry for NSCC members will be free so make sure you bring your membership card along otherwise it will cost you a £1 to get in. We intend to create an event where members are encouraged to become traders (poachers turned gamekeepers!!)

and that everyone goes away having had a great day. There will be extensive advertising, which you will now see starting to appear. Now as a bastardised quote from General Kitchener would say 'YOUR CLUB NEEDS YOU!'

We have an electronic flyer available which we can email to you, we ask members to send it to all their slotty nuts and take it into your Clubs and shops to promote the event. This is a Club run event and you as members can help spread the word and support it even if you can't get there yourselves, please do your bit for Club and slot cars in general.

The first NSCC run MK Swapmeet will be on Sunday 12<sup>th</sup> February 2012, please email me at present for bookings or questions.

### **Other News**

There have been two Committee Meetings which I have not yet reported on and rather than fill the Journal with a summary of minutes I will give the key issues over the next few Chairman's chat.

### **Membership 2012 Subscriptions**

The Committee has reviewed the subscription fees, which have seen minimal rises in many years, however there has been an increase in Journal printing and postage costs year after year and the Club has absorbed these costs in

effect providing members a subsidy. The Club can no longer support this and membership fees will rise to £30 per annum next year. Please remember that there is a reduced rate for households with multiple members who decide to receive only one Journal and this will remain at £15 per person for a year. The cost of posting the Journal abroad has also risen drastically which has meant these members have received a much greater subsidy than those in the UK which with a smaller overseas contingent seems unfair. In order that all members' pay fairly, fees for European Members will rise to £42 and outside Europe to £49.

There are plans to offer 'overseas' members the option of an electronic Journal in order to reduce their subscriptions, but this method has not been finalised yet, we hope though, to have it up and running for the New Year, at which time we will offer a refund to those who have renewed their membership but choose to receive an electronic version of the Journal instead of the hard copy currently issued. Regardless of the rise I think the subscription still offers very good value, twelve colour Journals, which is the only printed monthly slot magazine in UK, the opportunity to buy Limited Edition cars and attend various events including the Club Weekend(s).

### **Club Cars**

The opportunity to purchase past Club cars has now closed with a few examples being held back for new members and for promotional purposes, the only car now available for sale is the 30<sup>th</sup>

Anniversary Jaguar in either the Club logo box or in the original Scalextric crystal case. Few members seem to have seen or indeed purchased the latter so please have a look at the picture. This model is £38 plus £6 postage, orders through our treasurer please.

### **Ramsgate Weekend 2011**

Plans are advancing at speed for this event and we are all looking forward to it, afterall we have a tough act to follow after last year, so there will be some 'hopefully' pleasant surprises for the attendees this year as well as the usual team racing and auction etc.

more news will be sent to the attendees direct in due course by the Editor, who has been tasked with the administration side of things.

That's all for this month, don't forget to check the NSCC calendar for forthcoming events. ■





# ONE HUNDRED AND ONE USES FOR SCALEXTRIC !

**By Andy Carmicheal**

One of the risks of being a collector is there is a tendency to hoard, for me this has often manifested itself with huge amounts of slot car and Scalextric parts, spares and the infamous part finished projects. I even have several large Oxo tins where I drop parts which are used....maybe even broken, but just too good to chuck away! Now part of collecting for me is also about making 'something out of nothing', a bit like the governments objectives in the present financial deficit but using renovation and rebuilding techniques. It has always been satisfying to pick up a stripped bare body shell and turning it into something presentable or useable, often using the Oxo box of bits to craft tatty parts into something new. I suspect this is an inherited trait through upbringing from my Dad who lived through years of 'waste not want not' and rationing. A bit of trivia here, fourteen years of food rationing in Britain ended at midnight on 4 July 1954, when restrictions on the sale and purchase of meat and bacon were lifted. This happened nine years after the end of the war and perhaps explains why many Britons have inherited skills of make do. Now in our house this challenge to make things work has often morphed into using those old slot car spares for other non Scalextric uses, so I thought I would share some of these experiments, failures and successes with you.

My earliest improvisation was quite simple, old Scalextric axles made viable fixing as nails and staples but then my greatest success has been using a late issue C54 Lotus 16 rear tyre as a rubber washer in a ball cock valve, indeed this has worked so well I've used them three times and my loo works on one now! Here are a few more successes, Cox plain aluminium wheels

with foam tyres make excellent retainers for chicken feeder units and old rubber tyres are good vibration eliminators in the washing machine! And as for old plexy track..... well when your house floods and the floors are wet it makes a fantastic impermeable barrier under the feet of furniture or to lift book cases. What an excellent way to end its life!

It has not all been success, when I arrived at my current house the toilet seat was loose as no hinge washers were present, so I crafted elongated square washers for the job. All went well, three washers per hinge and everything seemed secure, however when weight was placed on the seat the washers slipped over each other and seat took a rapid movement to the left by several inches.....the shock of certain parts of one's anatomy striking porcelain still gives me nightmares!

## **COMPETITION TIME – Open to all Innovators !**

Now Mr Ed and I thought it would be a bit of fun to have a competition on this subject and ask you the members to tell us what non slot purposes you have put your slot car stuff to.....we will publish the best and worst and there is a PRIZE for both the best idea and of course the 'best' failure!!!

Answers please to the Editor by post, email, pigeon or even in person, now as Archie the famous editorial cat is no longer with us to decide upon a winner a new judge from the Editor has been enrolled in the form of canine mayhem Sesi the Husky, he cannot be bribed as he is as they say "his own dog!" although you are of course welcome to try with a Jumbo bone!

So get those entries in by the 15th of October 2011 and a winner will be announced in the November Journal. ■

# Plastic Kit Conversions

Pete Simpson

For those wishing to create a slot car that has yet to be produced by any of the mainstream manufacturers or the resin specialists, there are still a few other options to consider. The conversion of a “toy” transit (we all know slot cars don’t fall into this category) into an animated example by employing an RTR chassis has already been detailed by Danger Mouse’s colleague, so presented here is another option. I’ve already mentioned the plastic car kits available from Airfix in “Messages” so it’s about time I supported the suggestion with a couple of examples of the genre. One of these employs an Airfix body with an old 1970’s RiKo chassis, while the other incorporates elements of a Scalextric chassis with a rare Pyro 1940 Ford kit.



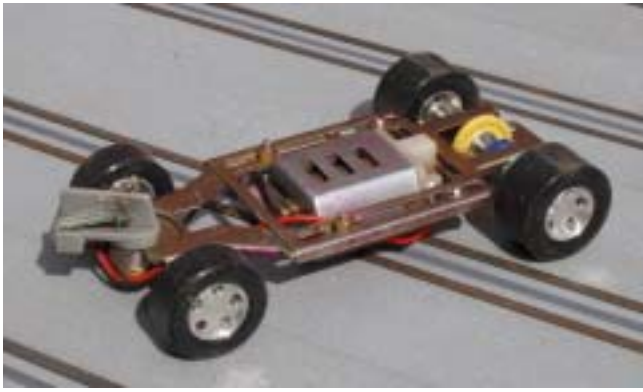
## Airfix Ford Model T Build

As a child, the RiKo kits represented the most accessible route to converting Airfix models into slot cars. The example shown here harks back to one of my earliest conversions: the cheapest of the brass chassis kits coupled to a Model “T” body. Reconstructed 40 years on a slightly different slant has been adopted. These early kits

are now fetching respectable prices at toy fairs so, instead of depriving a collector of his dream, unopened kit, a viable option is to buy a part-built, abandoned example from an online auction. Much the same as real kit cars!

The Model T is an easy conversion as the RiKo chassis is very easy to use – a complete chassis that is adjustable in length and track. As these are now a bit mature, tyres can be a problem due to the wheels having a central well, making replacement tyres tricky. In addition⇒⇒





to that, the wheels can't easily be swapped for the more common examples as the axles are 3mm rather than 3/32<sup>nd</sup>.

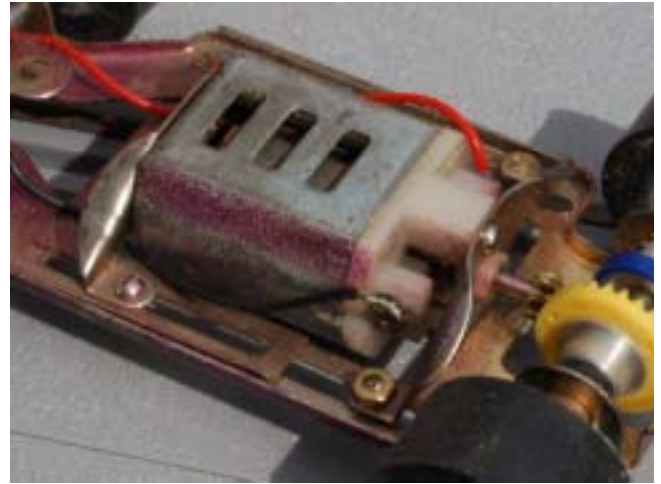


A simple solution is to swap the axles and wheels for the Scalextric Sport tuning parts. However, try to retain the RiKo gear set as nothing sounds better than the mesh of brass and steel. Unfortunately my example was beyond saving so I was forced to adopt the Scalextric nylon contrate gear: part of the experience was lost but the chassis now runs sweeter than ever.

Gaining sufficient clearance over the rather large Johnson motor fitted in the chassis is



simply a case of getting brave with a Dremel and gradually carving away superfluous plastic until the body sits snugly. If an old kit is used ensure that it is build solidly prior to this operation.



The final clearance was achieved by tweaking the motor support plates: these are quite soft so, once the chassis was dismantled, these were easily reshaped. In order to provide mounts for the rear of the chassis a small storage box was added at the rear, constructed from plasticard. Once the fit was achieved any broken or missing parts were replace to increase the detailing level. Ever since I'd converted the Scalextric Ford Escort to a circuit racer I've been wondering why I'd retained the bank of spot lights: as with all totally unwanted parts, I kept them just in case! What else would an eighty year old street-rodder need to illuminate his journey home? The windscreen assembly was missing from the model I'd purchased, so a sheet





of plastic packing was pressed into service: cut to size, edges silvered and glued into place. This solution will certainly cause less stress if the car somersaults off the track: completely restored in the time it takes the glue to dry. I accept that this representation of the Model T may not be to everyone's taste, but it gave me the opportunity to relive my childhood and add a somewhat quirky vehicle to my collection.

### Pyro 1940 Ford Custom Convertible



#### Build

For the 1940 Ford a different approach was taken. For this model a Scalextric F1 chassis was used as the donor for the running gear. To incorporate it into the plastic body, the guide assembly was separated and an engine pod created from the rear part of the chassis. In this way the gear mesh could be retained but the wheelbase would not be influenced by the donor. With this approach, the front axle could be mounted in precisely the correct position just as long as clearance was maintained between the guide terminals and a section of brass tubing which provided the axle tube. Working with



hard plastics is very easy if a selection of rod and sheet are available: parts can be created and fixed into position much quicker than when working with resin bodies and epoxy adhesives. As with the Model T, judicious carving was required in order to provide adequate clearance, ➤

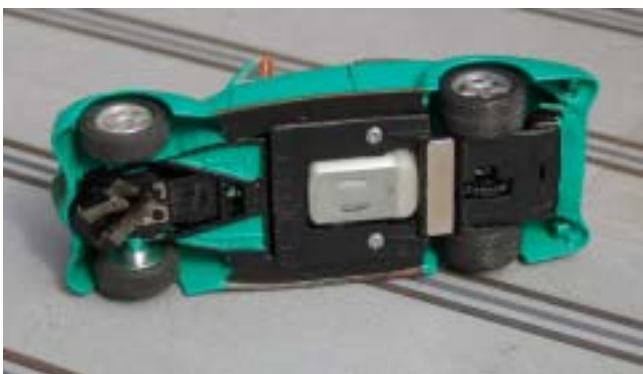




harder than with the Ford as I wanted the body to sit much lower over the chassis. Unfortunately, although the body is reasonably deep, accommodating the motor under the seat was not quite possible: a section of the interior had to be removed, but this is not visible once the occupants are in place.



I'd decided that a modern image rod was going to be portrayed so a set of suitable Scalextric wheels were found from the spares bin. However, as these would be far too wide for the front, a little conversion work was required. Aluminium wheels from A2M were chosen as they are the same diameter, accept readily available tyres (Ninco) and can be adorned with inserts. In order to match the rear wheels, a pair



of Scalextric hubs were turned down to fit the alloy rims. These wheels, whilst reasonably cheap, do not have grub screws for location so Loctite had to be used: great care was required in order to ensure that it did not creep into the axle tube through capillary action. A little forward planning was required to ensure that, once the wheels were fitted, the tyre could still be changed. A minor panic arose when I realised that the clearances were minimal: next time, I'll be tempted to drill and tap the wheels to ease removal.



One concession to modern RTR slot car practice was to fit a neodymium magnet in place of the donor chassis' moulded ferrite original. This isn't really necessary, as the car is unlikely to be raced, but it means that the car can be enjoyed without the constant fear of it sliding gently to the floor.

With any open car the occupants will have a far greater effect on the overall image than with a saloon car or coupe. Those shown here were very easy to create and add another aspect to car modelling. The occupants of both cars



will be detailed in a future article but suffice to say that for anyone attending a swapmeet, Slot Tack Scenics can supply a set of the excellent Preiser 1/32<sup>nd</sup> scale railway people. Initially these don't look to be too much use as either drivers or passengers but, with a scalpel, paperclips, Araldite and Milliput anything is possible. Grab a set at MK and I'll show you what to do with them in a month or two.

It's very rewarding when all the parts are complete and ready for the final assembly stage.



I've skipped over the build of the basic kit so don't be fooled into thinking this is a weekend's work: only a few model makers have the skill and can afford the time to work straight through a build. It is more often the case that models are started, put to one side, redesigned, recommenced and completed...then revised as photographs reveal their failings! It was only when I was studying the photos for this article that I realised that none of my recent models have number plates.

Hopefully a few readers have picked up some ideas, realise just how feasible it is, and be inspired to create vehicles that are a little bit different from those available commercially. ■



## Mercedes-Benz SLS AMG Coupe (27344)

By Dave Chang

In 2009 Mercedes Benz announced that they would replace their flagship super car – the Mercedes Benz SLR McLaren – with a more affordable model built in-house by their high performance division, AMG.

Chief designer Gorden Wagener took inspiration from the iconic 1955 300SL (Sport Light) Gullwing – perhaps the most famous and iconic Mercedes Benz road car ever. The new car borrows retro styling such as the front grill, long bonnet and most notably the gullwing doors, but additionally tries to embody the spirit of the original.

The design goals seem to have been met, since the AMG SLS has already scooped numerous awards and readers poles for its

desirability and quality. The SLS compares favourably with more expensive rivals such as the Ferrari 458 Italia, Aston Martin DB9 and Porsche 911 Turbo.

The 2-door, 2-seat coupe is built on an aluminium space frame and features a 6.2 litre V8 engine providing 563 HP. The car offers 0-62mph in 3.8 seconds and has a top speed limited to 197mph.

The long bonnet and rear location of the passenger compartment allows the front engine/rear wheel drive configuration to provide a good front/back weight balance. With a great blend of style and performance, and at a keen price point (as much as you can have a keen price-point with a supercar) the AMG SLS looks set to be a future classic.





### The Scale Model

The slot car comes in the standard large Carrera display box with a mirrored back and a compartment for spares (wing mirrors, braids and an alternate shorter guide blade) and leaflets.

In years gone by, Carrera cars seem to have been made of thicker plastic than their competitors, giving a slightly coarser look and adding to the car's weight.

As you can see there is none of that here, the car looks very refined: this model looks great. The lines and proportions of the car have been captured perfectly; the model really captures the impressive looks of the original. The scale dimensions are accurate too.

As a road car the 'livery' is pretty basic – a gloss red – but crisp detailing like the silver tampon markings of '6.3' on the side, 'SLS' and 'AMG' on the back and a very nicely detailed



tiny Mercedes badge on the front of the bonnet make the car look fantastic. European number plates are also realistically reproduced.

Chrome parts are used for the front of the grill, the flashing on the side and bonnet vents and the fuel filler cap. The grills themselves are moulded black plastic.

The five spoke wheels look great and feature detailed brake discs and printed callipers. Surprisingly for a Carrera model, the low profile tyres feature a detailed tread pattern too.

Light lenses are nicely made, on the front having internal detailing to represent the LED blinkers. The rear red lenses feature some silver detailing – which from some angles seems a little wonky, but still looks nice.

The car features a pan interior with a blonde moustached driver in sunglasses modelled from the chest up. The top of the dashboard, steering wheel and the tops of the two seats are all there as is a centre console with a gear lever and various controls. The dashboard does not have any dials, but the interior does feature a useful rear view mirror.

⇒→







Whilst some may prefer a full interior, the pan interior here does a very respectable job giving the illusion of a full interior.

The only minor points of criticism are that the chrome side vent flashes seem to be a tiny bit shorter than on the real car, and the attractive red colour chosen for this model is not one of the official SLS colours: the 'Le Mans red' Mercedes Benz actually offer is metallic.

That aside, this is a really impressive model. Carrera have done an excellent job.

	Model	Scaled	Actual car
<b>Length</b>	145mm	4.640m	4.638m
<b>Width</b>	61mm	1.952m	1.939m
<b>Height</b>	39.3mm	1.258m	1.262m
<b>Weight</b>	94g	3080kg	1620kg

### A Look Inside

Carrera's SLS weighs in at a respectable 94g – slightly lighter than comparable cars from other manufacturers.

The car features Carrera's new standard self-centering guide blade with double braids. The blade is very big – 8.5mm deep and 26mm long – ideal for Carrera evolution track or wood circuits. The car comes with a smaller 7.5mm x 23mm blade for use with other makes of plastic track and is easily changeable.

Behind that is a recessed polarity switch so that the car can be driven in either direction, and a small square blanking panel for the IR LED hole needed if converting to digital.

The body is fixed to the chassis with four crosshead screws. Taking the body off reveals a



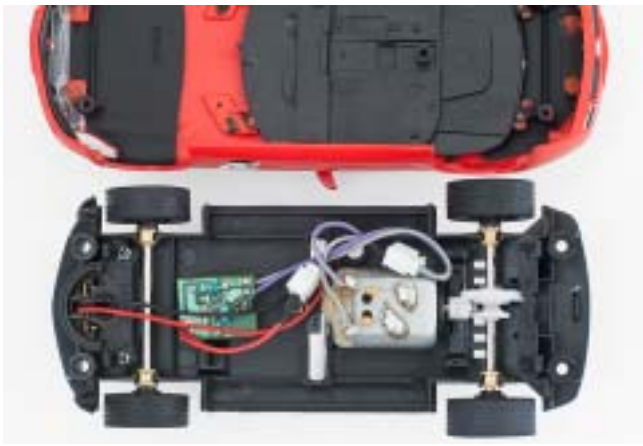
simple one-piece chassis, gone are the motor pod and the under-car magnet access. Perhaps this is to keep production costs down in a harsh economic climate, but this also helps keep the total weight of the car down which is surely a good thing.

Wires from the braids and the motor connect to a small board that provides the polarity switch via small connectors. The connectors enable the board to be easily replaced with the Carrera digital chip without need for any soldering. There is also plenty of space available for anyone wishing to convert the car to Ninco N-Digital or Scalextric SSD.

The Digital 132 version of the AMG SLS has xenon headlights and rear LED lights that are required to run Digital 132 and the old style fuel strategy (because low fuel is indicated by the car's flashing lights). The analogue slot car does not have LED lights or the big lighting circuit board that has been commonly present in recent Carrera analogue cars, but the body is painted black inside to prevent light bleed-through. We can hope that the lighting chip and LED boards might become available as an upgrade spare part at some point, but I cannot see it listed at present. It would be easy to fit an alternative aftermarket light board.

Whilst the guide blade can be pulled out and replaced from underneath the car without removing the body, the rotating guide plate is secured by a cover inside the body held on by two screws. The cover also retains the strong self-centering spring in place. Some racers prefer the handling with the spring removed.

The motor looks like a standard Mabuchi style motor. Carrera have used a motor designated as E200 in previous years, but this motor has no markings and there is no



information regarding its RPM or performance in the packaging, literature or easily locatable on the Carrera website. Tests on a rolling road give the same top speed as the E200, which run at around 19,000rpm at 12 volts, suggesting it is the same motor. A 9-tooth nylon pinion drives a 27-tooth nylon crown giving a 1:3 gearing ratio.

Brass bushes hold both the front and rear axles with moulded plastic hubs and treaded soft rubber-like tyres. The gears and bushings have been greased. There is minimal sideways play on the axles, all looking promising for a good drive.

The chassis also holds two narrow but wide bar magnets for magnetic traction. Wide magnets allow the car to slide out at corners without a sudden loss of downforce, giving a more manageable drive.

The 36mm central magnet is secured by with a screwed in plastic clamp, the rear 25mm magnet – just in front of the rear axle – is held with a plastic clip.

### **In Action**

Before running the car, the first step is to lube the moving parts and true the tyres. As mentioned, the axles and gears were already greased, but a tiny spot of oil where the shaft enters the motor can only help.

The thin plastic tyres are easy to slip on or off the hubs, so it may be a good idea to glue the tyres on especially if you are racing on a large highspeed circuit. I tested without gluing for my twisty Scalextric Sport home test circuit and encountered no problems.

The tyres are made of a grippy feeling

compound that true easily and were fairly round to start with, although they mainly contacted the track on the outside edges. Once trued, the detailed tread is pretty much gone. The edges of the tyres are very square which can cause a car to tip and de-slot at corners, so I rounded the edges.

The four screws that secure the body are long enough to allow the car to be set up to allow the body to be loose on the chassis so it can rock, which generally will add to the car's stability and handling in corners. This is not so important with magnets, but very useful when running non-magnet.

I changed the long deep Carrera blade with the supplied smaller blade for non-Carrera tracks. With this the car was able to negotiate even the very tight inner lane of a Scalextric Radius-1 turn; the longer bladed Carreras usually get stuck.

### **Magnetic Appeal**

With magnets the car drives smoothly and quietly with lots of downforce and very stable handling. The magnets supplied a lot of downforce, but there was still plenty of power available so the car could still accelerate quickly and was not bogged down.

A selection of GT and road cars was chosen for comparison. With magnets, the cars fell into two camps: difficult to drive with a sharp edge of limit where the car would suddenly de-slot if you overcooked it a tiny amount, and cars like the Carrera SLS which would slide out if you went too hard through a corner, maybe losing some time but staying in the slot. A large part of this difference is down to the width of the





magnets. It was more satisfying to drive the cars that could power slide, and it was easier to find the limits of the car to enable faster lap times.

Track lap times for the cars tested ranged from 3.028 seconds for a Scalextric Audi R8 up to 3.58s for the Scalextric SLR road car and the Carrera Corvette C6R (older sliding magnet chassis).

The new Carrera SLS was up there with the fastest at 3.033s. I can't see magnet home racers being disappointed with the handling and performance of this car.

### **Non-Mag Racing**

I removed the magnets from the Carrera Mercedes SLS and from the other two fastest cars. A screw in clamp retains the central magnet. Removing the rear magnet was easy after the motor and rear axle were unclipped. I made sure the bodies were loose on all three cars, other than that I left the set ups the same as before.

Magnetic downforce can mask car-handling issues, and the exact amount of magnetism can have a great effect on the lap times. The AMG SLS and the other two cars (Scalextric Audi R8

and Scalextric Lamborghini Gallardo GT that achieved a 3.07s lap with magnets) drove smoothly and predictably with magnets giving easy to achieve blistering lap times. I was curious to see if the cars maintained their driving characteristics without magnets.

The results on track were surprising to me. All three cars drove smoothly and controllably. The Audi was the hardest to drive with the front guide popping out of the slot relatively easily. The Audi could make a 4.72s lap – and with my limited non-mag driving skills it was a challenge to keep the car in the slot.

The lighter Super Resistant Lamborghini was spritely and offered a very smooth drive, this time much more controllable in the corners. I managed a 4.42s lap with this car.

So reference cars aside, the Carrera SLS took to the track. Despite weighing an almost identical amount to the Audi, it felt heavier to drive. It still had plenty of power though.

In the corners the feeling of weight seemed to give a bonus of downforce; if you so wanted you can step the back out in the corners in a very controllable manner. The drive was very smooth



and let me put in a 4.62 second lap – faster than the Audi but slower than the lighter Lamborghini.

The Carrera performed much better than I expected, especially as a small plastic twisty layout gives non-magnet cars the greatest challenge.

### **Conclusions**

Carrera have made a great looking car that races competitively on home tracks. Add to that Carrera's comparatively low price point (typically around £30 whilst current Scalextric and SCX models sell for £36, and Ninco standard cars are around £45) – and you have a complete bargain.

Compared to the other manufacturers' offerings, you don't get a full interior and with this model you don't get LED lights.

On the other hand, given low price point – maybe the car should be compared to the Scalextric £30 Super Resistant range and the Ninco 1 £35 range. These cars do not have LED lights or any interiors at all, instead having blacked out windows. Looking at it this way you still get more for your money with Carrera.

If you want lights, you could opt for the (typically £40) Digital 132 version of the car, which will also run on analogue.

Value aside, Carrera are also the first to release a slot car model of the AMG SLS coupe. If you are a fan of modern street supercars, this accurate and attractive model would be a great addition to your collection. ■

**email: ebaywatch@nsc.co.uk**

With work commitments increasingly restricting my review time of listings on eBay this month I can only apologise if a few gems have slipped through the net, but hopefully I have still managed to pick out a few choice examples from the UK site to keep an eye on our hobby pricewise. Listings drifted through the month but then shot up by 3,500 odd on a free listing weekend again this month to around the 16,000 level. Fancy starting prices as I mentioned last month seem here to stay to snare the uninformed buyer with these listing days, but prices in general have drifted lower these past few months I would say for a lot of things. The auction side of things still throws up some nice surprises for the dedicated follower and included this month some bargains I reckon though not everything is always as it first seems.

### Quattro

Well what has happened to these cars that were made a few years back complete with their Japanese pit girl? As suddenly prices have taken off to another level compared to the Scalextric JGTC cousins. Whilst I can't recall seeing many for a few months until last month, there suddenly has been several examples from one seller being listed and the prices have remained high and no flash in the pan, if you recall my price listings last month as they came onto the radar the prices then were cheaper. There has been some chatter on Slotforum about these cars that has perhaps heightened current interest but at an average price of just under £100 each for the eleven examples that I spotted this month I think the seller has done rather well don't you? A best offer of £136.66 on a Saturday night for a blue Honda Raybrig NSX (120762346868) that had been listed with a BIN of £200 seemed to be the limit for that seller but only for a week

later on the Sunday night bidding reached £145.88 to secure a blue Calsonic Nissan 250Z (230661417602). Closely following this was a Xanavi Nissan ref QX01 at £128.66 on Sunday night (120753857891) at nearly double last months price, though another went for £98 on a previous Sunday night. Least popular it seems and maybe because more cars have been listed was the Toyota Supra Esso Ultraflo that went for between £80 and £90 though one example topped £108 on a Friday night (120766970958). Perhaps it was the inclusion in the listing of a picture of a real JGTC pit girl that set bidders pulses racing as other unboxed examples without the pit girl of course were barely making a third of that final price. A full set of six cars at £800 BIN was just a bit too much for buyers though.

### Bargains?

Well a couple of modern interesting Scalextric cars caught my eye this month but obviously not the eye of many bidders. Top bargain has got to be the Scalextric Ferrari 330/P4 in the snow livery that was handed out to a few select journalists a couple of years back. Well it may have been the spelling of Scalextric that caught bidders out or the Sunday lunchtime finish but at £138.50 this is hundreds of pounds less than this example has gone for in the past.

Another car perhaps not so eagerly sought after but not often seen is the Indy car Microchip version. Obviously not flavour of the month at the moment as the example described as "Scalextric limited edition" made only £42 on a Saturday night (260837505387). Onto sets then and brand new Scalextric drift sets were being listed by the "Entertainer" toy chain at £50 including P&P which is cheaper than the discounted price widely available in shops at the moment. If XR3is are you cup of tea then⇒

there were some seemingly interesting plain body shells made up into cars that turned up this month including yellow, green and blue examples. However not was all as it seems though and these were very well cleaned up tampoed bodysHELLS just in case you feel you missed out. Potentially a bargain and spotted by one of our members David was a selection of old rubber track that seemingly passed bidders by at the £4.70 selling price but I am sure the buyer would have been happy with what looked like a No. 1 Catalogue in the corner of one picture being included in that lot. (Check out 150643193711). Micro Scalextric seems to be increasingly appearing on my listings screen currently and whilst no big fan of this scale myself nearly 10% of "Scalextric" listings are Micro related currently on eBay.

### **Pink Kar**

It seems there are a few Pink Kar cars floating around at the moment and they are appearing as unboxed examples on eBay. With prices around the £30 to £40 mark this is perhaps the cheapest way to pick up a car to race if you want a Bugatti, Auto Union, Citroen 2CV or VW Beetle. Indeed a chrome Bugatti and Auto Union set only made £76 on a Friday night (390338918999) and shows the weakening in prices compared to those previously mentioned earlier in the year or is it the boxes that make all the money I wonder? As to the real Scalextric Auto Union versions a nice looking whit race tuned unboxed car went unsold at the £299 starting price.

### **Pricey?**

Well for Arsenal footy fans it may have been a bad start to their season but one seller and fan judging by their eBay name had something to cheer about with the Scalextric Australian cars they listed. Was it Sunday night madness I wonder that eight Scalextric Australian cars fetched over £700? Top prices went to a "Caterpillar" liveried Ford Falcon at £137.50 (130565667848) and a "Castrol" Holden Commodore at £112 (130565662647). What made me smile though was the attractive but

aptly named "Supercheap" liveried Commodore that fetched the lowest price of only £53 on the same night (130565664169).

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day.  
SLOT I T PORSCHE 962 ETERNA NORISRING '87 LTD.ED. OF 12 £229.99 (BIN price for yellow car made in December 2007 for Pendle Slot Racing 310341728715 I can't tell you when it sold as eBay seems to miss off times on most BIN listings these days but it was within a day of being listed!)

\*\*\* SLOT.IT PORSCHE 956 CW01 1ST LM 1984 ULTRA RARE \*\*\* £145 (Best offer sold on Sunday night 330602448273)

Scalextric James Bond 007 Set Box £51 (Described as aged and without any inner, the box was well faded on Wednesday lunchtime 190566976700 A much nicer example listed at £400 was withdrawn from sale probably due to a sale outside of eBay)

SCALEXTRIC CAR! – SNAIL £21 (Looked as though it was on a Beetle chassis on Wednesday night 200638928253)

Formula One Scalextric Track Piece £0.99 (Scalextric half straight with invitation on it from BAR to watch them at Silverstone on Friday night 320741419117)

Scalextric Logo Sign, metal promotional item £8.27 (80s logo design from seller who had 5 of these for sale on one Thursday night 160634564835)

PINK CAR BUGATTI CHROMED DEALERS CAR £50 (Dealers presentation car on wooden plinth on Friday lunchtime to single bid. 320747432170)

Scalextric James Bond 190 SL Mercedes £186 (No baddie on Wednesday night 190567063746)

C2149 SCALEXTRIC NEWCASTLE CAR SIGNED BY ALAN SHEARER £39 (Signed across windscreen. Sunday night 330601472475)

Scalextric Ferrari 308 GTS NSCC Ltd Ed Car 2011 MB £105.99 (Sunday night 230653437052)

Fly Mercedes Benz Truck NEW Boxed - TRUCK 36 – 08057 £137.99 (No sleeve as well



on Sunday night 300583872799)  
LIMITED EDITION STATES OF JERSEY  
POLICE CAR £81 (On Tuesday afternoon  
260823034010)  
SCALEXTRIC DANISH LEAFLET - 1950's  
(RARE ITEM) £2.99 (Black and white example  
on Wednesday afternoon 160635603912)  
Scalextric Range Presentation - Audi R8 LMS  
- C3236 £121.55 (Sunday night 200643220915)

### **Finally**

That's all for this month, don't forget I am keen to hand over this column by the end of the year, so if you are interested in taking over please do contact either me or Jeremy on our respective emails, I have already stated I will assist any potential volunteer until you are familiar with eBay and all that it offers and are then comfortable continuing on your own, so please do get in touch. ■