



No. 369 DECEMBER 2012

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Merry Christmas

As I write this, the last editorial of 2012, I can report here in Surrey we have had the first snow fall of the season, so does this mean a white Christmas? My kids certainly hope so, otherwise how will Santa get here to deliver the presents? Of course Santa doesn't really need snow since his sledge can fly but they obviously think that the white stuff is an integral part of Christmas.

We have already viewed, via the internet Norad Santa so we can get ready to track Santa's progress on Christmas Eve and I would recommend this site to anyone with small children (www.noradsanta.org) as it all adds to the fun of Christmas for the kids and lets them see where Santa is visiting and how far off he is prior to delivering here. This is of course is the last Journal of the year and I have managed to include a Christmas competition for you all with some nice prizes.

Last month saw the annual NSCC/ Hornby weekend in Ramsgate, which was as enjoyable as ever, and for me, made even more so by the fact my team (Lauda) actually (and amazingly) somehow won the racing, so thank you to my fellow team mates: Andy Moreby, Chris Gregory, Phil Pell and Robert Torres for your efforts, of course this could mean we have to wear the bright orange Easy Jet T shirts next year as the defending team. I must also confess due to our depleted number within our team, Adrian Norman did do a couple of stints of racing for us, but in no way did this affect the result despite some others claiming otherwise! I believe all that attended had a good time, of course if you have any comments or suggestion, please do make them to one of the Committee, we are always looking at ways to improve or amend the weekend activities, in addition we once again raised a considerable sum for Hornby's chosen charity and a few people got some very nice and very rare cars etc. A full report on the weekend will follow next month, from one of this year's new attendees.

I guess all that remains for me to do now is to wish you all a merry Christmas and a happy and prosperous New Year, I hope you get the chance to relax, although I think this could just be wish full thinking on my part, after all Ciaran will have a new Scalextric set under the tree, which I am sure will require my attention!

Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsccl.co.uk

By Pete Simpson

First point of note this month is a significant change to the Scalextric Club: not the NSCC, but Hornby's own club, the one formerly known as Racer. Commencing in the summer of 2013 the club will be re-launched in on-line format only. Doubtless this is considered to be the most effective method of communicating with Scalextric's fan base but it does appear to sever the link with those members who do not have internet access. It was interesting to observe that, on the day I wrote this, it was announced that a probable cause for Comet going into liquidation was a failure to embrace on-line selling; Scalextric's decision could therefore be difficult to fault. Existing Scalextric Club members will continue to receive the balance of any outstanding commitment until they fall due for

renewal, with future membership being free: newsletter, product information, discounts and "access" to exclusive club models will continue to be available.

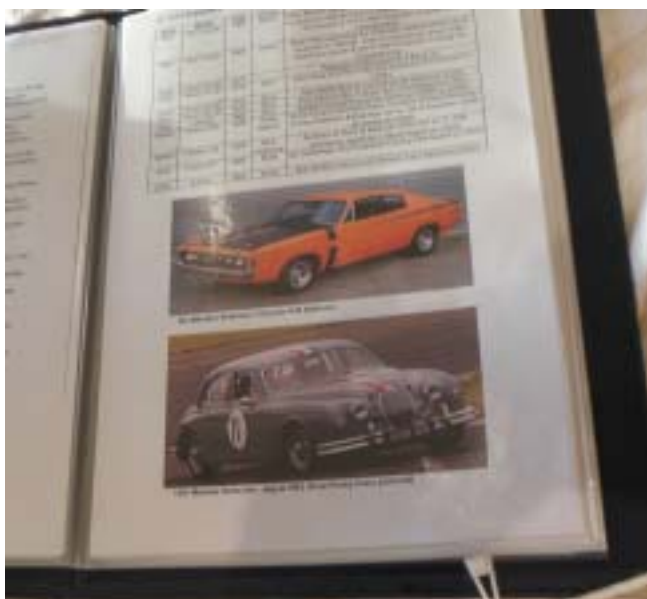
Further conceptual indicators were provided by Adrian Norman during his annual Q & A session at the NSCC / Hornby weekend in Ramsgate. The plan is to develop the on-line presence of Scalextric in order to present information that was not possible with only a quarterly magazine and to provide greater access to support data. Don't expect a plethora of information to suddenly be available on New Year's Day but, as the site is further developed, timely announcements of all things Scalextric will be available. Visit the Scalextric website at: www.scalextric.com for all details as the site is developed.

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Although the concept of electronic format magazines may be extolled as a cheap method for circulating information, there are many for whom a printed magazine is still the preferred format: reading electronic documents or having to print a hard copy may be enough to lose the attention of some valuable customers. Let's be pleased that we can still look forward to our NSCC Journal arriving by post each month. From the communications I receive, it is apparent that many of our NSCC members still prefer to be kept informed by more traditional methods: the Journal and phone calls are important; even emails are often embraced before members are confident to exchange money over the internet. It is obvious that the world is moving inescapably to electronic communications so for Scalextric abandon conventional format magazines is probably inevitable and almost certainly based on an analysis of their customers and the impact on sales. Technology moves on and there is seldom an opportunity to return to previous times; only history will reveal if Hornby have adopted the correct format and avoided the risk of losing contact with valuable customers.

During Adrian's talk he also made it quite clear that Scalextric do pay attention to the desires and wishes of its customers: if sufficient enthusiasts present a credible argument for a specific model, it could become reality in the future. Unfortunately we have inadvertently handed a head start in car selection to the



Australian Scalextric Racing and Collecting Club: one of their dedicated members travelled all the way to the UK to personally present Adrian with a superbly compiled justification for a special car for the antipodean enthusiasts.

I've included a few images of the album to show the effort that has been put into its collation by Dominic Grimes and his colleagues. How ironic would it be if Hornby select the Jaguar MK II rather than a typically Australian racer?

Take a look at www.scalextricaustralia.com for more information on the ASRCC.

It is quite likely that, during the next year, the Committee will take steps to collate a Club wish list so take a while to consider what would be a likely candidate: attractive livery, impressive on track performance, or something drooled over as a child. If new tooling is required then the moulding would have to provide Hornby with a significant range of options for release; if road, race or rally versions could all be produced it would greatly improve the probability of investment.

In addition to cars how about suggestions for some new track sections or trackside accessories? Personally I'd love to see the return of chicane sections so analogue fans can still enjoy having to pay attention to competitor's progress.

Rumours have been circulating regarding the continuing availability of the retrofit digital chips, with some members being concerned that the ability to convert pre-DPR cars would come to an end. Rest assured: this will not be the case. Due to the majority of cars sold over the last few years being designed to take the Easy Fit chips the demand for the retro-fit versions has

dwindled so Scalextric have decided to limit the production of these to a single variant. So, although the saloon chip, C7006, is to be discontinued the F1 version, C7005, will remain. This will mean that the ability to add lights will cease but the smaller, easier to accommodate version should mean that nearly all cars can still be converted for digital use. Both of the DPR chips, C8515 and C8516, will continue to be available.

Technically, by the time this goes to press, Scalextric will probably have achieved their goal of producing every car in the 2012 catalogue before the end of the year. One minor snag is that the last few will be safely locked away at the factory until the Margate Elves return in the New Year. So close, and yet still some will complain. The final shipment from China is due to arrive, ready for distribution, with just a few days prior to the commencement of Christmas festivities.



One of these should be the only 2012 car that I've not yet seen at the factory. This is the Ford Escort that triumphed in the 1970 London to Mexico Rally: the World cup event arranged to celebrate the FIFA World Cup events of London in 1966 and Mexico in 1970. Hannu Mikkola, co-driven by Gunnar Palm, proved that the Escort really was the world's best. After 16,000 miles the 1,850cc Kent engined MK1 Escort won by just over an hour. Scalextric's interpretation, C3313, looks to be accurate with roll-cage, bull bars and sponsors' markings all in the correct locations. Be aware that as an older moulding it is not DPR, although there is plenty of room to fit a retro chip if desired to run on



digital. Many thanks to Adrian for the images produced here as I missed the initial model at the factory.

By the time you read this, the Visitor Centre Mercedes Benz SLR McLaren, pictured last month, will be available for on-line purchase having been restricted to purchase at Hornby's global headquarters until 5th November. Numbers are reasonably limited so take the initiative and buy yours direct from Scalextric before the only option is an inflated eBay price.



One of the rarer cars produced this year is the NSCC/Hornby Weekend car, as presented as a reward for having survived competing for two days whilst trying to avoid the temptation of over indulging in either food or alcohol. It is the McLaren MP4/12C, C3332. As with most of this year's special issues the livery is ➡➡



minimalist, carrying just the NSCC logo, and is not annotated with the year. None the less it makes a nice addition to the other 2012 Limited Edition cars and will doubtless be sought after by collectors. Amazingly, none of the 2011 cars seem to have appeared on eBay.

For those that didn't fancy buying the chromed Bugatti and Mercedes Hypercars twin pack, C3169A, there is now another option. There is an Australian exclusive solo release version of the chrome Bugatti Veyron, limited to 980 examples. This has been allocated reference C3356 and will only be available from importers. It is listed by on-line traders at a RRP of £55 so a bit cheaper than the catalogue two-car option. Many thanks to Jim Berry at Armchair Racer (www.armchairracer.com.au) for use of his image.



Returning to the subject of on-line presence, the USA Scalextric web site has a revised identity: www.scalextric-usa.com now redirects to a new Hornby America site (www.hornbyamerica.com) on which all of the parent company's brands can be accessed much as with the UK site (www.scalextric.com). Interestingly, the USA site also covers releases from Slot.it.



I can announce that we have a sneak preview of the 2013 range! Scalextric will be honouring Adrian Norman's 4th place in the MINI Challenge Club class, together with the car driven by team mate, Patrick Mortimer. Unfortunately, as Scalextric have only recreated the Cooper as an SR version Adrian's car will be reproduced as a basic version whereas Patrick's similar liveried Cooper "S", in which he achieved 12th in the JCW class, will be a High Detailed variant. Both models will make a return to the catalogue having been absent for a year.



advice and encouragement as my skills have gradually developed, albeit far too slowly. I would urge anyone that has a spare evening to make an effort to find and support their local slot car club – like any other activity, you get out what you put in and this year has provided me with a new dimension to this hobby of ours: collecting and racing can both be accommodated, you just need a bigger storage space. Take a trip to <http://croydonscalextricclub.weebly.com> – but don't look at the results page! ■

Now that we are fast coming to the end of another year, don't forget to visit your favourite dealer, either high street shop or on-line trader, as soon as next year's catalogue is available and register your 2013 requirements. At the Ramsgate weekend it was made very clear that production quantities are founded on the orders placed by traders during the January factory visits. Don't expect the traders to take all the risk of models gathering dust by holding excessive stock so help them, and avoid disappointment later in the year, by placing an order before they have to commit to Scalextric. Indeed, it could be interpreted that if insufficient orders are received at the start of the year, some models could subsequently be deleted from the range. It may not be the way toys used to be purchased, but there again the world is now leaner and, consequently, meaner.

Having spent a year playing with toy cars at the Croydon Scalextric Club I must express my thanks for such a warm welcome, never ending





Firstly this month I must start with an apology, last time I showed you a picture of the new Huffaker Genie I had finished but wrongly stated it was available via SMK. The kit was in fact as correctly stated mastered by Steve Francis and Martin Field but it was commissioned by my friend Charles Lawrence over in the United States. The kits are available exclusively in the Americas through Charles who can be contacted at Lawrence@seattleu.edu or via PM through SlotForum under the name Charles*Seattle and in Europe and the rest of the world from Steve on Stevef@hotmail.com again my sincere apologies to Charles and Steve for the mix up.



Charles Lawrence / Steve Francis Huffaker Genie

SMK do in fact have a new kit out this being the Hesketh 308C which I understand has been a joint project by Steve, Martin and my good mate Graham Poulton (aka Zagato from GP Miniatures) and should be available through SMK's new Facebook page. Graham has been busy with his own models with the Aston Martin DB4 road car and the DB4GT Le Mans version, I was able to procure some of the first

kits and have built the Le Mans car using the decals provided in Graham's kit as the 1959 Ecurie Trois Chevrans #21 entry driven by Hubert Patlhey and Ranaurd Calderari which sadly blew its engine after 21 laps, while the road car depicts one of several which have appeared in historic rallies in recent years. These are available from Graham via his Facebook pages or PM to Zagato on SlotForum and come with interior, vac formed glass, white metal and photo etched parts, light lenses and decals. Sticking with web information David Yerbury at AA Models has a new eBay shop which can be found at <http://stores.ebay.co.uk/AA-Bodies-Slot-Cars> and Dave informs me he is busily working away on a new 1955 DB HBR, a Lotus Mk VIII and an Elva Mk6 which I will bring you news on when they appear.



GP Miniatures Aston Martin DB4 and DB4GT

After something of a wait my Ready to Run Nono Slot Ferrari 126C2 has arrived and I have added a couple of extra decals to more closely depict the #27 car of the late great Gilles Villeneuve from the Brazilian Grand Prix of 1982. The car uses the standard Nono Slot metal Chassis and MB slot motor with Slot.it gears and is very smooth out of the box



Nono Slot Ferrari 126C2

although purists will point out inaccuracies due to the use of the universal chassis it looks very effective out on the track and was well worth the wait. I also received one of Nono Slot's new McLaren M8A Can-Am bodies and have fitted mine onto a spare Slot.it chassis I had lying about and again it is a fine looking racing representation. I know a few folks have been concerned by lack of response from enquiries, etc. from Nono Slot but please bear in mind it is very much a one man firm and Marco has been somewhat snowed under with orders so be patient when ordering.



Nono Slot McLaren M8A

MMK have announced a number of new projects with the 1963 Drogo bodied Le Mans test car, a team of 1956 Ferrari 625 Le Mans cars, a huge Bugatti Royale 41 road car and an Auto Union 1930s transporter. Proto Slot has now produced their Jaguar XJ13 and Abarth Simca 2000 TC. Due to a slight mix up my blue Ecosse car turned up green so I have done an



Proto Slot Jaguar XJ13 and Abarth Simca 2000 TC

adapted fantasy livery on mine using a Slot.it flat 6 angle winder chassis, while the Abarth uses a simple PCS to reproduce the #80 entry of Conti/ Venturi from the 1964 Targa Florio which retired on the 6th lap.



Proto Slot jaguar XJ13 in Ecosse Livery

Top Slot has two new ready to run cars in the guise of a Mercedes Benz 300 SL roadster in red with a black soft top, and a 1956 Pegaso Z102 BT Panoramica with bodywork by Carrozzeria Touring. These are available in the UK through Pendle Slot Racing who has kindly agreed to become the title sponsor the Wolves Earlybirds Grand Prix meeting on Sunday March 3rd 2013. On a similar vein new manufacturers SRC are about to release their first Porsche 907L as the #35 car driven by Soler-Roig/ Lins at Le Mans in 1968 and is available through MRE who are of course the title sponsors of our ever popular Le Mans→



Top Slot Pegaso Z102 Panoramica

classics at Wolves and for 2013 appropriately features cars from the 1960s and takes place on Sunday 28th April.



SRC Porsche 907L

My good friend Milan at MTR32 has been busy again this month with a new release of the #31 Team Schulze Play Station Nissan GT/R



MTR32 Nissan GT/RGT3

GT3 entry from the ADAC GT Masters series and driven by the Schulze brothers. NSR have a new plain white Audi R8 GT3 car for the customisers out there and have announced a green and white Limited Edition version of their popular P68.

Spirit are apparently back in production with new versions of the Porsche 936/81 LH as the #12 Jules sponsored car from Le Mans 1981 and the BMW 635 in Original Teile works livery from Spa 1986 these are apparently due out before Christmas. Scale Auto should also have their new Honda HSV-010GT out by the time you read this, the first release being the Epson sponsored #32 car.

Rounding out this edition we have the new Alpine A310 V6 from Team Slot depicting the #1 Gitanes sponsored car driven by Frequelin/



Scale Auto Honda HSV-010GT Epson



Team Slot Alpine A310 V6

Delaval from the Rally Du Var in 1976, powered by the TS11 "Glory" Motor this is one of the sweetest Team Slot cars I have driven to date and certainly one of the finest looking. Model Masters have just released their new Alfa Romeo GTV6 in both RTR and kit form in the Rothmans colours from the 1986 Tour De

Corse mine is on its way and I hope to show you my version next time but for now we have a picture of the RTR car. Finally I have ordered the Group B Toyota Twin Cam Turbo from Maralic Handicrafts and also hope to bring you pictures next time along with news of another exciting release from them. ■



Model Masters Alfa Romeo GTV6



Email: carreracorner@nsc.co.uk



The following are the new releases from Carrera for December. All are 1:32 scale and have front and rear lights. The Carrera reference number is quoted below.



CA27414 is the Bill Thomas Cheetah as raced in the Daytona Continental 24 hour race in 1964. Finished in blue, it carries race number 14. Another version of this car, finished in red, is due for release in January. The Bill Thomas Cheetah was a sports car built from 1963 to 1966 by Chevrolet performance tuner Bill Thomas as a competitor to Carroll Shelby's Cobra. Less than 30 of these cars were built, so they are very rare.



CA27410 is another version of the hugely successful Audi R18. This R18, race number 1 is the car which made its debut in 2011 at Spa in the 1,000KM.



CA27415 is an Alfa GTA Silhouette Race 1, finished in bright red, it carries race number 23. Another version of this car, race 2, is due for release in January. The colour and livery of this model are yet to be confirmed. These race cars are based on the 1967 GTA but I was unable to find much information about the car itself; maybe you can help?





CA27406 is the MINI John Cooper Works WRC, it carries race number 14 This is the car as driven recently by Brazilian rally driver and lawyer, Paulo Nobre under the team name Palmeirinha Rally. His co driver is fellow Brazilian Edu Paula. Carrera also produce a 1:43 scale model of this car.

The Ferrari D50 2012 Limited Edition, CA27424, referred to in the September journal, is now sold out.

Thanks to Pete Binger from the Hobby Company for his help in compiling this report.



More Carrera news in January. In the meantime, Happy Christmas. ■





As the chequered flag falls on another year, we can reflect on some of the highlights from Ninco over the past twelve months.

Finishing on a high

The E-Type Jaguar continued from the initial 'road car' launch at the end of last year with a number of race car liveries throughout 2012 culminating with the December release of the Jaguar E-Type Roadster "Silver 62" (50611) which has the livery based on that by Joe Buck, one of Jaguar's highly regarded designers. The silver body is offset by a British Racing Green hard top. The racing green is also used for centre line sports stripes and twin red stripes across each front wing compliment the colour of the race number. Early pictures from Ninco show



the race number as 92 even though the cars official title is #62... *Perhaps a mix-up during the sample print run? (I'm certainly interested to see how they arrive at our stores).*

In 2003, Donovan Motorcar Services raced three Select Edition E-Types in these colours not only to raise the profile of the certified pre-owned vehicle program but also to create closer



ties with Jaguar Owner Clubs. It also paved the way for the launch of then (2004) all new Jaguar XJ.

In this past year, the E-Type has found its place perfectly among other period classics from Ninco's range such as the Austin Healey and AC Cobra. The front-mounted NC-9 'Sparker' motor offers more than enough power for this model and represents just how powerful the full size cars were albeit fitted with 4.2 litre engines capable of more than 400bhp! Staying with the "Classic" theme, the Limited Edition Cobra produced for the NSCC/ UK Cobra Owners Club also ranks among the highlights of 2012.

Ninco manufacture some of the most sure-footed rally cars in the slot car world and this year brought about two totally new and iconic race cars. The Lancia 037 and the Ford Sierra Cosworth. Complete with all round suspension, these cars exercise true superiority on the bumpy surface of the Ninco Raid circuits. The year ends with the release of the Sierra in the popular 'Mobil' (50610) livery of Australian racing driver, Peter Brock. During his career, he clocked up a total of 22 victories across the Bathurst 1000, Sandown 500, Australian Touring Car

Championship and Bathurst 24. His close association with Holden gave way on occasion to other manufacturers such as BMW, Ford and Volvo. This Ninco model is representative of the Mobil 1 team car from '89/'90 and is presented in its distinctive white livery. Brock campaigned against drink driving and this led him to utilise race number '05' which related to the blood alcohol limit in force in Australia at the time (0.05%). He sadly died in a tragic race accident whilst competing in the 2006 Targa West Rally.

This is the third Ninco Sierra release and is sure to be a popular choice among saloon car and rally racers.

My final favourites for this year have been the Megane, for its wide appeal to Club racers, the Mercedes SLS GTR for its purposeful looks and simple design and the Audi R18, a future classic in the making!

MERRY CHRISTMAS!

On behalf of Ninco, I wish you all a very Merry Christmas and a Happy New Year! A big "Thank You" also for the support of their UK distributor, AB Gee.

Season's Greetings one and all! ■



As reported last time the exciting all new CA23A Porsche 911 GT1 Evo 98 is now out and depicts the #5 Jever sponsored Zakspeed entry driven by Andreas Scheld and Alexander Grau to 4th place at the season opening Oscherleben 500 KMs FIA GT race in 1998, the real car featured a carbon composite monocoque chassis, carbon brake discs and a 3.2 litre flat six twin turbo engine pumping out in excess of 550 brake horse power. My thanks go to Slot.it UK importers AB Gee Limited for kindly providing me with a review car to test. The model if anything is even better in the flesh than it appeared in the pre-release photographs and Slot.it have reproduced the striking livery in all its glory with accurate detail. The sharp tampo livery utilises six colours to great effect with the only criticism being a tiny bit of "bleed" on the red roof stripes. The normal high quality detailing features such as open vents, lights, wiper, fuel caps, mirrors and rear diffuser/ exhaust/ wing assembly all go to capture the purposeful look of the real car.

The cockpit is well detailed with tampo printed dials on the predominantly black

surfaced dashboard, with the full length driver figure accurately depicting Andreas Scheld with his black, yellow and green helmet. As reported previously the mechanicals are all new and the chassis employs a 1mm offset angle winder Flat 6 20.5 K motor and 11/28 angle winder gear set up as standard so it is quick right out of the box. Front hubs are plastic, with alloy rears with accurate gold inserts all round and Pirelli PZero tampo printing on the tyres. The guide is the latest Slot.it long nosed type and the motor mount contains a rear magnet as standard for those who like them and a front magnet position for those who want to move it. Dimensionally the length is 148mm, height 34mm, wheelbase 80mm, width 63mm with an overall weight of 77g.



Underside of the new Porsche showing angle winder lay out



CA23a Zakspeed Porsche 911 GT1 Evo98

Performance wise I took mine along to Wolves for a test spin and with the body screws loosened off a touch managed to get down to 9.2 second right out the box, while Wolves youngster Ashley Evans was down into the low 8 seconds straight away, (Depressing how quick these kids are) and was already contemplating a motor and tyre compound change to make it go even quicker. I was impressed at how smooth→→



CA23a Porsche head on view

the 911 GT1 Evo 98 was but felt that grippier rears and a switch to the new Flat 6RS motor would make it really fly. All in all this is another impressive addition to the Slot.it GT range.

The second new release is CA16b this is the #66 Chaparral 2E as driven by Jim Hall to a fine 2nd place at the Riverside Can-Am race in 1966. In homage to sixties slot car makers Cox the latest "Road Runner" comes with a special box sleeve and incorporates a number of detail changes over the previous versions released by Slot.it.

There is a revised Evo 6 offset side winder chassis with an altered pick up location for improved cornering, and a lighter cockpit to reduce overall weight. As before the simple livery is exceptionally well produced and the models looks are dominated by the huge strut mounted wing (There is also a spare wing in the box so you can risk racing with it in place). Dimensions are 127mm long, 51mm high (with



CA16b Chaparral 2E Riverside 1966

wing), 77mm wheel base and 60mm wide all up weight is just 65g. Having already done a more detailed review of the previous Chaparral and having bought three of the earlier incarnations I haven't got one of these to test but I am reliably informed by a fellow enthusiast that he found his new one to be marginally quicker than the previous versions and more stable in the corners as promised.

Due to be with us before the end of the year are CA24a the new Audi R18TDi as the #1 2011 Monza test car, CA22b Lola B10/60 #13 Le Mans 2010 car and finally for 2012 the special CA1-10th this is a reissue of the very first Audi R8C in a silver ten year anniversary Limited Edition box to celebrate this special landmark for Slot.it.

Slot.it have also produced a revised production schedule and we can expect the following releases in early 2013, CW12 Audi R18TDi Le Mans Winner, CA23b Porsche 911 GT1 Evo98 test car, CA06f Sauber C9 presentation car, CA25a IMSA Porsche 962 Daytona, CA19c Toyota 88c #38 and CA20b Ford MkII Dayton winner.



CA24a Audi R18 TDi Monza Test car

In terms of tuning parts and tools Slot.it have a new SP27 and SP28 extraction plate and brass multi-tool to fit the SP20 and SP21 pullers and a new SP31 professional mini puller tool. There are new WH1183mg Magnesium 15 x 8 short hub hollow alloy wheels with M2 grub screw fixing weighing a mere 0.8g and the CS24b2 R18TDi in-line plain white body kit which has an enlarged body to allow the use of an in-line motor set up.





CA1-10th Limited Edition 10th Anniversary Audi R8C

The final round of the 2012 UK Slot.it challenge took place at my home club of Wolverhampton with Lewis Gough (Wolves) taking 1st, Nic Hirst (Pendle) 2nd, Neil Hirst (Pendle) 3rd and Jack Thoburn (Pendle) 4th, Lee Green (Moseley) 5th, and Phil Field (Hereford) 6th, in the Seniors GT Category. In the Classics category Nic Hirst took another win, with Jack Thoburn 2nd, Sam Cockerton (Wolves) 3rd, Neil Hirst 4th, Lee Green (Moseley) 5th, and Bill Charters (Wolves) 6th, while in the Juniors Matt Sharples (Wolves) led a home 1-2-3 with Nick Wixon (Wolves) 2nd and Ashley Evans (Wolves) 3rd, Harry Smales (Pendle) 4th, and former junior champion Lewis Anthony (Wolves) 5th.

The final championship tables are as follows with Lewis Gough becoming the first person to have won both the junior and senior Slot.it GT tiles following an utterly dominant performance on his home track, where he has just wrapped up the 2013 Wolves Club Championship for good measure.

Seniors GT:

1st Lewis Gough 186 points, 2nd Jack Thoburn 183 points, 3rd Nic Hirst 182 points, 4th Neil Hirst 168 points, 5th Lee Green 160 points, 6th Phil Field 159 points, 7th Richie Welch 145 points, 8th Andy Bartle 143 points, 9th Sam Cockerton 141 points and 10th Steve Hills 138 points.

Classics:

1st Nic Hirst 184 points, 2nd Jack Thoburn 175 points, 3rd Neil Hirst 163 points, 4th Lee Green 162 points, 5th Graeme Thoburn 157 points, 6th Phil Field 157 points, 7th Keith Clements 151 points, 8th Julian Edwards 150 points, 9th Steve Hills 147 points, and 10th Gary Smales 139 points.

Juniors:

1st Harry Smales 65 points, 2nd Ashley Evans 64 points, 3rd Matt Sharples 53 points, 4th Ben Clements 40 points, 5th Nick Wixon 17 points, 6th Josh Fields 15 points, 7th Reece Hyde 13 points, 8th Archie Davis 13 points, 9th Guido ➡➡



Lewis Gough winner of the 2012 UK Slot.it GT Championship

12 points and 10th Lewis Anthony 11 points.

The good news is that Slot.it and Pendle Slot Racing have agreed to continue as series sponsors for a new Slot.it Challenge to be organised in 2013 by Graeme Thoburn from GT Raceway, hopefully I can bring you news as it unfolds throughout next season.

Finally this month saw the running of the Pendle Slot.it Oxygen twelve hour digital GT endurance race on a purpose built track at Pendle slot car club, with input from Gary Skipp who has experience running successful 24 hour digital Oxygen races here in the UK. The meeting was held over two days with six hours per day and teams of six drivers, each team used a different manufacturers brand of slot car but all used the Slot.it Oxygen digital chips and the track featured the Oxygen Digital control system, Maurizio himself attending to make sure all ran smoothly. From a personal point of view it was great news as the Scan-X sponsored Wolves team did themselves proud storming back from 5th overnight to win by a narrow 6 lap margin. My mate Rob Wallader provided the



The victorious Wolves team celebrate their win with Maurizio

Scan-X sponsorship, and Richie Welch provided the NSR Mosler as well as being the senior team member with youngsters Andy Bartle, Sam Cockerton, Ashley Evans, Lewis Gough and Nick Wixon all putting up sterling performances.

Final Results

So to the final results, which were:- 1st Scan-X Wolves (NSR) 3,601 laps, 2nd Demon Slot (Sloting Plus) 3,595 laps, 3rd Slot.it (Slot.it) 3,591 laps, 4th Pendle 2 (Arrow Slot) 3,556 laps, 5th Sporting Carazing (Racer) 3,543 laps, 6th North Staffs (Avant Slot) 3192 laps and 7th Pendle 1 (Scaleauto) 3,189 laps.



The top three cars from the 12 hour Oxygen GT Endurance race

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



Christmas greeting to all. I hope that Santa brings you the models you wish for. Here are a couple of possibilities. Flyslot Cars reference number 058301 depicts the Lotus 78 F1, race number 25 as driven by Mexican Hector Rebaque in the qualifying for the Monaco GP in 1978. Hector Rebaque, who was also the team owner, did not qualify for the race itself and had an undistinguished season in which he finished no higher than 6th (in the German GP). He scored only one point that year. Patrick Depailler in a Tyrrell Ford duly won in Monaco; his first F1 victory. Only 500 of these models are available worldwide but they are currently available at around £54.95.



Flyslot Cars reference number 019101 depicts the Porsche 917/10 as raced at Nurburgring in the 1974 Interserie series. This is the car as driven by Emerson Fittipaldi and carries race number 1. Starting from pole position, the Brazilian driver, one of the youngest in the race, finished in sixth place. The price is £49.95 and the model is available to order at the time of compiling this report.

Two further Flyslot cars are due shortly but I had no details of these for the Journal deadline.

Thanks as ever to Terry Smith, Brand Manager from Gaugemaster, for his help in compiling this column and supplying the following interesting account of his recent visit to Spain.

As a serious collector of Fly cars myself, it has been an ambition of mine for some time to go over and meet the guys at Flyslot and in November I finally got my chance. The meeting was timed in with seeing another new brand based in Madrid so it turned out to be a hectic ➡➡



36 hour trip! The first point that FlySlot wish to make, is that they have absolutely no connection with the new company set up by Mr Barrios senior and Rafael Barrios junior who still works for Flyslot, wishes his Father well with his new venture.



Fly have found themselves in a transitory period since the new owner, Carlos, took over the company less than two years ago, and he and Rafael explained to me why there have been some issues since then. In a candid and open manner they admitted that the quality of some of the releases in this time have not been up to their usual standard and boils down at the end of the day to having production split between China, Alacante and Madrid. It was getting impossible to get any quality control at all according to Rafael, with a lot of the issues stemming from the Chinese production, a totally unsatisfactory situation inherited by the new owner.

The only sure way to get the kind of control back that they wanted, is to do it yourself and



that is exactly what Flyslot has done by bringing production back to Spain. The tooling, moulding and painting will again now be done at their factory near Alacante and after a meeting at their head office in Madrid I was driven out to their new final assembly and distribution facility close to Madrid's airport.



There I was shown the assembly area, prototypes and future mock up's like the CK5 and we discussed a possible link with an existing manufacturer to supply high end 1/43 slot cars for their sets. I also saw and heard the progress of the sound car project and was presented with a proposed range of models that completely blew me away. Due to licensing, which needs to be granted I cannot confirm at this time what it is, but believe me, you will be stunned and so surprised, that there is no way you will not want to get one, if not all of the collection! This range along with improved quality of their latest releases, which the Le Mans TZ2's and the Hector Rebaque Lotus 78 are proof of - the future is certainly now looking brighter for my and many others favourite slot car producer. ■

NSCC Christmas Quiz

So for this year's quiz I have again asked our resident quiz master, Peter Simpson to compile a few questions, which are a little easier than some previous years, and I hope that I will thus be inundated with answers from all the members.

To tempt you all, I have the following prizes, all kindly donated by Hornby/ Scalextric and care of Adrian Norman, so on behalf of the Club I thank them. The prizes available are, and in no particular order: C3168A Hypercars set, C3333A Batman Tumbler, 2 x C3300 Ford Fiesta RS WRC, a Slot Car Portal disc and finally one of 72 Limited Edition NSCC 2011 Weekend Audi R8LMS, C3233, which has a slight imperfection to the roof tampo, although if I am honest is barely noticeable, I will also issue the relevant certificate to go to the winner. So get your entries in via post or email to the Editor (contact details on page 1) before the 15th January 2013. The winners will be selected randomly out of a hat by my eldest daughter Lianna.

Finally before moving on to Peter's quiz I would like to thank those that entered the quiz in October, the answer of course was Graham Moore of Drayson Racing Technologies and the winners of the Slot Car Portal discs kindly supplied by Adrian Norman are David Gardiner, Craig Boughey, David Yerbury and Chris Gregory. I will hopefully get your prizes out before you read this! So moving on over to Peter.

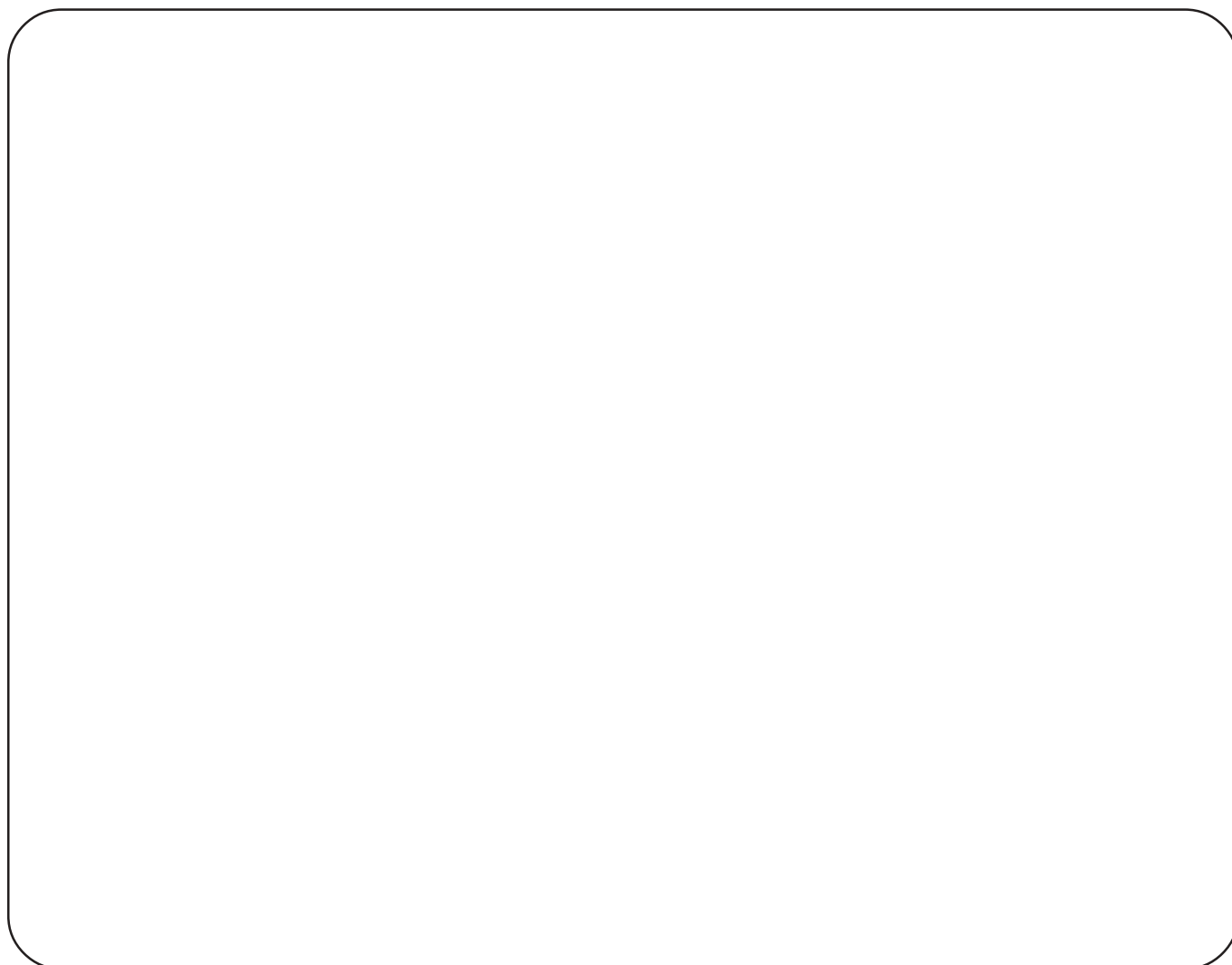
For this year's Christmas quiz I've adopted a slightly less serious style and an easier, multiple choice format. Take care though, not all the obtuse answers are incorrect! As the questions were written under the influence of a pre-Christmas tippie, the answers will probably be derived easier after a similar degree of imbibing.

- 1) What fuel was used by this year's Le Mans winner?
- a) Petrol
 - b) Diesel
 - c) Mulled wine
- 2) What car did Adrian Norman race this year?

By Peter Simpson/ Jeremy Naylor

- a) 1967 Mini Cooper "S"
 - b) Mini Clubman
 - c) MINI
- 3) Which of these have NOT been used as a car name?
- a) Vixen
 - b) Blitzzen
 - c) Dasher
- 4) On which day is racing traditionally held at Brands Hatch?
- a) October 10th
 - b) Boxing Day
 - c) Easter Monday
- 5) Name the famous entrepreneur involved with Cobra cars?
- a) Carroll
 - b) Carol
 - c) Carole
- 6) How many cars are anticipated from Scalextric in 2013?
- a) Four
 - b) Twenty Five
 - c) Sixty two
- 7) Which Italian racing driver drove for Ferrari in the 1960s?
- a) Nuvolari
 - b) Bandini
 - c) Panettone
- 8) What is the latest car (at time of writing) to be released by George Turner?
- a) MG K3
 - b) Santa's Sleigh
 - c) Morris Minor
- 9) Who is the highest scoring under 16 Great Barr Slot Car champion?
- a) Eric Farnsbarn jnr
 - b) James Robert
 - c) Rudolf
- 10) Which digital track sections ceased with the 2012 catalogue?
- a) Hump back bridge
 - b) Curved lane changers
 - c) Yellow brick road
- 11) Which manufacturer has just introduced a Cobra as raced at Le Mans in 1963?

- a) Carrera
 - b) Ninco
 - c) Ostorero
- 12) What's the iconic black and gold car from the 1970s?
- a) Martini Porsche
 - b) Elf Tyrrell
 - c) JPS Lotus
- 13) What lightweight material is used for suspension components?
- a) Lead
 - b) Tinsel
 - c) Titanium
- 14) Which venue normally hosts to the British GP?
- a) Santa Pod
 - b) Silverstone
 - c) Bathurst
- 15) Which family member was responsible for the post-war recovery of a well known marque?
- a) Ferry Porsche
 - b) Fairy Porsche
 - c) Ferdinand Porsche
- 16) Name the marque that staged a recovery post WW2?
- a) Port
 - b) Porsche
 - c) Porch
- 17) Name a famous Italian cake?
- a) Bandini
 - b) Panettone
 - c) Nuvolari
- 18) Which of the following is not a car model?
- a) Robin
 - b) Turkey
 - c) Kestrel
- 19) Which car was released by the Club as a seasonal special edition?
- a) Jaguar
 - b) McLaren
 - c) Lola
- 20) Which was not a car manufacturer?
- a) Parsley and Thyme
 - b) Alldays and Onions
 - c) Toboggan



Gaugemaster AutoFest and new slot car producer SRC

By Paul Croker

I was fortunate enough to attend the recent AutoFest event at Gaugemaster Controls in Arundel, held on Saturday 27th October 2012, and whilst there, I had a very enjoyable discussion with the Brand Manager Terry Smith. Not only that, but he kindly gave my partner Natasha and I, a privileged tour of the building. We were also shown the new book available from SRC, which although in Spanish, lists and has photographs of every single Fly product made, including trucks up until 2010. The perfect coffee table book for any Fly car models fan!

The event first held three years ago in September 2009, gives Gaugemaster the opportunity to sell customer returns and old stock, to us the general public at very reasonable prices. Many a bargain was to be had and the event looked well attended.

Natasha and I were able to see for ourselves what goes on in the busy background of Gaugemaster, but one thing is certain,



Display of prototypes at Gaugemaster, specially shipped in from China for the AutoFest event

Gaugemaster are a professional company which deals with many slot car and model railway companies and has a large customer base. Terry was very proud and passionate of his slot car stock at Gaugemaster and showed us the process from receipt of order through to packing. For such a compact working area, it was impressive to see such a thriving company who obviously put their customers first one hundred percent. Now onto the really exciting news that Natasha and I heard from Terry which I just want to report back to all you slot car enthusiasts out there.

SRC and the unique proposed models coming our way

Terry has been in contact with Fly for many years, and as you know, Gaugemaster are the importers of Flyslot into the UK. Terry spoke to us very excitedly about the new slot car company SRC (short for Slot Racing Company), which was only formed in June this year, and is being produced through the former founder of Fly, being Rafael Barrios Senior.

At a recent meeting in Spain, Rafael told Terry that he had spoken with his co-partners (including a senior ex FIA representative) about SRC production and that the boundaries were going to be pushed as far as RTR 1:32 scale slot cars can go in terms of detail, and that SRC will be offering both high quality plastic and mega quality hand built resin cars from the offset. The first plastic releases will be the brilliant Porsche 907 in both short and long tail versions, followed very swiftly by the first resin releases being the fantastic F1 Ferrari 312 T4 and also the great Renault RS10 which, as you know, both famously locked horns during the 1979



Porsche 907-L

season. What makes these even more desirable is that the sides of the cars can be moved up or down to represent the ground effects of that era. Other features on the cars which are race specific include the location of the mirrors and spoiler variations. Rafael told Terry that SCR want to model everything exactly as it was and to quote “like a snapshot in time”. Terry was also shown the packaging and boxes for the new range and he was very impressed.



Porsche 907 long tail prototype

What makes resin so special?

The use of resin will allow SRC to produce limited runs of iconic cars which possibly wouldn't be viable to do in plastic, but it will be the plastic cars that most will be interested in, and again it is the detail levels that they want to impress with. The cars will feature where possible all the variations found on the original car and will be fitted with lots of finely etched detail parts. The 907s will be followed by the Cologne Capris which raced in the early '70s→



Prototype 907 short & long tail



Ferrari 312 T4

and they will again model both versions which featured different style wheel arch extensions.

SRC plan to get their first products into the stores before Christmas, which as you will agree is very ambitious, considering these are wonderful plastic moulded and resin cars from a new company. The plastic versions will retail at £49.95 RRP each and will be widely available at a production run of 1,000, in a crystal case with sleeve. The resin versions will retail at £250 RRP each as these will be Limited Editions of 200, and will come in a special cardboard box with magnetic catching and information about the drivers and the race. The resin twin set will be £500 RRP and again will be available in Limited Edition of 200 each in a special box. Needless to say, the pre-orders for the resin versions have already started to be placed, and will prove a valuable collectors piece, so there will not be many left over to purchase, and will become a sought after item for many years to come due to the stunning detail and the Limited Edition production run.



Capri SRC Ford Capri 2600 LV



Ford Capri 2600 RS

These are the cars that are currently planned for release as plastic and resin variants with the relevant product code.

Plastic Cars

SRC Porsche 907-K Targa Florio 1969 Hans Dieter Dechent and Gerhard Koch #276 Reference: SRC 00201. SRC Porsche 907-L 24Hrs Le Mans 1968 D. Spoerry and R. Steinemann #66 Martini Racing. Reference: SRC 00102. SRC Porsche 907-L 24Hrs Le Mans 1968 S. Roig and R. Lins #35. Reference: SRC 00101. SRC Ford Capri 2600 RS 6Hrs - Paul Ricard 1972 J. Stewart and F. Cevert #7. Reference: SRC 00301. SRC Ford Capri 2600 LV Le Mans Fitzpatrick and Heyer Reference: SRC 00401.

Limited Edition Resin Cars

Ferrari 312 T4 Vs Renault RS10 F1 GP France 1979 Gilles Villeneuve #12 Vs Rene Arnoux Resin #16 Limited Edition Twin Set Reference: SRC 800101. Renault RS10 Winner F1 GP France 1979 Jean-Pierre Jaboville #15 Resin Limited Edition Reference: SRC 00601. Ferrari 312 T4 F1 GP Holland 1979 Gilles Villeneuve #12 Resin Limited Edition Reference: SRC 00502. Ferrari 312 T4 Winner F1 GP Monaco 1979 Campeon del Mundo Jody Scheckter #11 Resin Limited Edition Reference: SRC 00501.

Thanks to Terry at Gaugemaster for information regarding this article, and for allowing Natasha and I have an insight into the company with all our questions, we would wish SRC and Gaugemaster success with the new range! ■

Slots in the (Garden) City

By Lady P

The Club had been invited by The Letchworth Art Centre to run a track at their 'Now that's what I call a Recession' festival celebrating the '70s and '80s. Having decided (perhaps against better judgement with Ramsgate the following weekend) to accept, Paul Yates set to work sorting a good collection of "classic" track, cars and accessories for the event and, with Richard away two weekends and working frantically between times I figured the best chance to see my other half for more than five minutes at a time was to go along as well.

We set off very early on Friday having to drive through the fog as we drove through lanes and over hills, the stop for a hot chocolate made things look a bit better. I also re-read the leaflet about the festival and got quite excited at the amount of activities that appeared to be there. Especially vintage clothing, a pop up museum of '70s and '80s toys and a Ska band. I looked at the plan and was pleased to see our marquee was next to where the bands were playing.

We had a plan to get there by noon and set up the track, then go and have a look around Letchworth, which looked really pretty on our way in, then back to the hotel for a bite to eat and get an early night all ready to be up and out Saturday morning, ready to have the doors open for 10am.

We drove into the Garden City, round the



UK's very first roundabout "circa 1909" and up the Broadway to the event site. However, when we arrived the disappointment set in. The site looked like an explosion at a boy scouts camp. Our marquee was a frame laid out on the ground, no sign of men putting it together either, so we went in search of the organisers who were at the point of throwing a tantrum, whilst keeping a fixed smile on their faces. It seemed that two marquee companies had merged and all the kit had been thrown in together, so when they started on the Thursday to put up the marquees, nothing fitted because it all got muddled up and was taking so long to sort out poles and supports. So we just had to wait our turn. There were poles, covers and rope everywhere. Meanwhile Paul was stuck on the





motorway in accident traffic with a van full of boards and track, so myself and Richard decided to go and get another hot chocolate!

About an hour later we went back to see what was going on with the marquees, and surprise, no change, so we went off to find the organisers again to see why nothing had progressed, to be fair it must be said it was not their fault, I felt really sorry for them but this didn't help us. So off we went again this time to the art centre, I had another hot chocolate, and we had a look around at what was left there, most of the students work was already packed up ready to go on display at the festival.

Paul finally joined us later in the day, we then went back to have another look at where they may be working on our marquee, but they hadn't got very far. By this time it was getting cold and dark so we opted to go and check in to the hotel, get a soak in the bath and eat. Food at the hotel was good, so after our meal we decided to go and sit in the bar for a while. I missed 'I'm a celebrity, but never mind.

We were up at 7am and down to eat at 7.30 as we had to be out really early now to set up. It amazed me just how much breakfast Richard and Paul ate. I managed cereal, yoghurt and a croissant, oh yes and a hot chocolate!

When we got to the marquee, we fell about laughing it was either that or cry. It was up but we had the sides 14 inches off the ground, and the support poles at the back and one at the front didn't reach the floor. Off I went to see the organisers again and talk about health and safety and the good old risk assessment. I think they hated me by now. Anyway I went to find the owner of the company and after me bugging him four times he came and sorted out the poles as best he could.

No way would we be ready to open up at 10am. It was almost 1pm when we were finally set up. From the first problem of trying to get track boards level on uneven grass to the final odd dodgy connection. Well we were using period stuff right down to the old hand controllers (love that smell!), and so throughout the morning people kept poking their heads round and asking "you ready?" There were boxes and track and stuff all over the place, did it look like we were ready? Honestly.

Finally when we opened the doors (so to speak) just after lunch so they came in, there was a steady flow all of Saturday. The kids loved it, as did the adults. The kids round that way are so polite, they said please could they have a race and thank you when they left, some of them asked intelligent questions too.

The dads were pleased to see that there were other events to do with the NSCC open to ➡➡





them, and I handed out loads of membership forms on the day. My guess is that later that night they went shopping on the net for extra Christmas presents!

Steve Budd turned up to help for the two days which was great because it meant that I could go and have a look around, after a hot chocolate was brought for me.

There were quite a few stalls empty which was a shame, turned out loads had been stuck in the same accident traffic as Paul, but they were much further back so had given up and gone back home. The stalls that were there brought back memories of my toys and clothes. I think they had most of my wardrobe from the late

70's, in the vintage clothes tent. There was a lovely purple suede jacket with loads of fringe on the shoulders.

The toys were brilliant, who remembers clackers? Or the black and blue wrist that seemed to go with them? There was a record player, bright red. Records, tape player, various books and comics, a deflated space hopper which was a shame as I really wanted a go. They also had crockery and household gadgets from back in the day.

The computer tent was next to us and I heard so many of the kids laugh at the size of some of the PCs. The good life tent was excellent, they had home made soaps and



cleaning products as well as food. The two chickens that were there proved a definite bonus for some of the kids.

The hair and make up was more from the '80s, but was a giggle, did we really look like that? I watched the kids big and small at the skate park, I declined a go.

I got to have a go on 'hook a duck' I was so excited, I love that side show, Richard seemed a bit embarrassed at my excitement, I think I may have squealed when I won a prize. A penguin. So having had my fun, back to the marquee and it was busy.

The bands had started playing, I really loved The Ska Masters, they were absolutely brilliant, I dragged Richard off for a bop, I Would love to see them again.

As the sun started to set and the temperature dropped we suddenly encountered a slight problem. Being out doors the cold caused the track to contract and the cars started to stick in the slots. We had packed a small fan heater to



keep the chill off whilst sat at the table but with the main flap open and the 14 inches of air conditioning around the base it seemed pointless but it was quickly brought into play beneath the track boards and after a few minutes we were back in business.

Time got on and people were leaving, there was an '80s disco at 8pm but we were shattered so went back to the hotel for a bath. Richard⇒⇒



and Paul subsequently went into town for a look about and a bite to eat whilst I had dinner in the room with 'I'm a celebrity', perfect.

Up and out Sunday morning to continue but when we got there, we found that the frost the night before had now melted and the resultant water was dripping onto the track and boards, so we set to mopping it up (heater fully employed beneath the track boards).



Doors opened at 11am and we had a constant stream of people, the tent wasn't empty and it brought back lots of childhood memories for the parents. There was one mum who was so excited, and they went on about me and the "hook a duck", she was heading off to buy cars, and her baby was only 18 months old!

The classic cars and bikes arrived, that was a definite hit, Simon Pegg was there looking at the cars I understand, and it was a shame he didn't come in to our tent.

At 4pm, the event was nearing the end and people started leaving, so we started the packing up, it had got so cold, but at least the packing up was a lot quicker than the setting up, oh, and we stopped on the way home for a hot chocolate.

All in all I think it was great event, even after the shaky start. The organisers had never done anything like this before; they had that one thrown at them. But all the people who attended had a great time, and that is what it is all about in the end. ■

email: ebaywatch@nsc.co.uk

Hi there slot people, following the statement I made in October, referring to the models produced by Scalextric in the '70s and '80s, I thought I may have been a little too disparaging about them, so I decided this month to keep an eye open for them. My aim was to attempt to give a balanced, maybe critical report, on what I found. Did I have a shock! Apart from two items, which, in my opinion, should never have been accepted by the auction, every single one I came across was either mint, having never been used, or very close to it. So let's get down to it.

Scalextric Single Seaters

Vintage Scalextric C9 Ferrari F1 Nr mint. Two bids, sold for £38.01. Nice, tidy, clean model, well worth the money it fetched (390484820664).

Vintage Scalextric C8 Lotus Ford Indianapolis, mint, green. Three bids, sold for £42.99. This made a good sale, as the model was as advertised, i.e., mint (390484819654).

Vintage Scalextric C14 Matra Ford, mint, blue. Two bids, sold for £39.00. Again, as the previous item, this one certainly was mint, and, I have to say, worth every penny (390484818863).

Vintage Scalextric C5 Europa Type 1, green. One bid, sold for £26.99. Although I think that this wasn't in quite the same condition as the previous two items, it made a fair price (390484817727).

Vintage Scalextric C6 Panther Type 2, yellow. Two bids, sold for £27.99. Just like the previous item, it has not got the shine to it, as the top two had (390484816797).

Vintage Scalextric Ferrari 312 B2 slot car F1 model. Eight bids, sold at £13.27. Not a lot of money, but the model did not have the charisma of the previous four items (251169781975).

Scalextric Tyrrell Ford C48 4048, made in Spain, red. Item priced at £49.99. No bids, no sale. What happened here I have no idea, but, talking about charisma, this little devil had it in spades (360499717796).

Original Honda C36 Scalextric racing car. Seven bids had it sell at £53.00. Now that's more like it, as this model was truly mint. Healthy sale at the right price (290810870278). A yellow bodyshell mint in pack from a French seller did make a whopping £409 though (281012276969).

Scalextric vintage car, blue, Jaguar D type, priced at £40.00. No bids, no sale, (271095843473).

Scalextric vintage car, green, Aston Martin. Item priced at £40.00. No bids, no sale. This is the second month these two items have appeared in the listings. They are in absolutely dire condition; the D type has scorch marks on its front and rear wings, and the driver has lost his head. Altogether the car is very scruffy. The Aston Martin is even worse and the driver appears to be missing, the right hand rear wing wheel arch appears from the photograph to have been cut away and it would be a major task to effect a repair (271109731739).

Vintage Scalextric cars of the '60s

Scalextric MM/E1 Lister Jaguar, excellent condition, boxed. Blue. BIN £74.95. Sold. Spotless model (251184667146).

Excellent vintage '60s Scalex car C58 Cooper Climax, red. BIN £55.00. Sold. Absolutely gorgeous little car. Would look well in anybody's collection (271103962540).

Scalextric C57 Aston Martin BBR. Early loop braid, with original box. BIN £89.99. Sold. Again, a beautiful early model, well worth the premium (271103668785).

Excellent vintage '60s Scalextric car C60 Jaguar D Type, green. BIN £115.00. Sold. Very clean car with no visible damage, excellent premium attained (271074005885).

Scalextric C58 Cooper Climax, red. Excellent condition. BIN £29.95. Sold. Smart little car and well worth the money paid (261121059086).

Excellent vintage '60s Scalextric car C55 Vanwall, blue. BIN £55.00. Sold (271076264435).

Excellent vintage '60s Scalextric car C60 Jaguar D Type, blue, with box. BIN £125.00. Sold. Car immaculate, the box is in very good condition with just some scuffing to the exterior (271085743658).

Excellent vintage '60s Scalextric car C55 Vanwall, green. BIN £55.00. Sold. Very nice condition this model and well worth the money (271085401687).

Excellent vintage '60s Scalextric car C76 Mini Cooper, red. BIN £55.00. Sold. This is a very very early Mini and is in surprisingly good condition (271092063638).

Scalextric Mini Cooper, green. EXINMEX. One bid, sold at £149.99. Another very early Mini, now setting a trend in the auction results, but the model must be in mint condition to achieve this (140887102469).

Scalextric Porsche Spyder, race-tuned C92. One bid. Item sold at £80.00. Absolutely pristine model, probably worth a bit more than what was paid (360513779640).

Scalextric Porsche Spyder MM C61. One bid. Sold at £70.00 BIN. As above, totally mint condition. Speaks for itself (360513763520).

Scalextric Vanwall C53 (incorrectly referenced), mint, boxed, with instructions. Very rare. BIN £60.00. Sold. Lovely model in blue. You don't find many in this condition and it would be a lovely addition to anyone's collection (190741653900).

Scalextric Specials

Scalextric Tyrrell P34 F1 6-wheeler, made in Spain 4054. One bid, sold for £49.99. Superior item at the right price. This model was in mint condition and deserved to make the right price (360513878843).

Scalextric C282 Triumph TR7, rare, 1991 40th anniversary car. "Lamps up". Nearly mint.

Nineteens bids, sold at £33.00. Healthy bidding made a reasonable price. This model could be worth an awful lot more in years to come (321017117936).

Rare Scalextric Bugatti 59 C95 Type 2, red, near mint. Twenty seven bids, sold at £406.45. Well, what can you say? Quality plus rarity will always win the day. Enough said, I think (271091755713).

Scalextric C2964 G Hill Lotus 49 Gold Leaf, still in bubble wrap. Collector Centre Car 09. Very rare in factory condition. BIN £149.95. Sold. Again, not much can be said, the model tells its own story (140877040946).

Scalextric Ferrari 156 F1, #4. Shark nose slot car 1/32nd scale Goodwood Revival. Three bids, sold at £62.07. Very nice model, sold in a very attractive presentation box. Can only appreciate in value (370673407352).

Scalextric slot car C3222 Lotus 49, Jim Clark 1967 Mexico Grand Prix. Thirteen bids, sold at £41.01. Healthy bidding, but the price obtained did not even reach the ex-works price, someone, I think, stands to make a loss on this one, as this model is a very rare one, but there seems to be a trend currently of the Clark cars dropping in value, compared to the Graham Hill cars, which are generally increasing (400331645428).

Club Cars

Scalextric NSCC Grey Datsun 260Z. Thirteen bids, sold at £69.00 (221150178677).

Rare Slot It NSCC Lola LMP, number 8, limited ed. of 312. Ten bids, sold at £205.00 (400331118844).

Scalextric C341 Ford XR3i, NSCC. Fourteen bids, sold at £225.33 (221150179457).

It can be guaranteed that almost any NSCC presentation model will sell, for those who are interested in making a profit out of them, and that this month it has been a pretty tidy one no doubt.

Metal and tinfoil

A good month for these items, with some very good examples coming through on to the market place.

⇒



Two off Vintage Maserati Scalextric Minimodels tinsplate cars with original drivers. BIN £399.00. Sold. Two very nice examples, one in red, the other in green (150936360264).

Tinsplate Maserati Vintage Scalextric Racing Set with rubber drivers. Ten bids, sold at £425.00. WOW! But the seller has now relisted (261127051650)?

Scalextric Vintage Tinsplate Car, green. Sixteen bids, sold at £144.00 (140870286150).

Scalextric Vintage Tinsplate Car, blue. Seventeen bids, sold at £147.00. (140870284672).

Both these items are very tidy examples of very early Scalextric.

Vintage Scalex MG TF car. Fourteen bids, sold at £124.00 (230876492962).

Aston Martin DB2 Tinsplate Minimodels Ltd. Twelve bids, sold at £140.56 (221150185426).

Jaguar 2.4 Tinsplate. (Minimodels) Eight bids, sold at £35.00 (221150184919).

Startex Sunbeam Alpine. Seven bids, sold at £52.99. (221150183422).

Scalextric Tinsplate Ferrari C52. Ex con, boxed. Seventeen bids, sold at £254.99 (150936389748).

As can be seen, this section of the monthly review has done very well, with very good premiums being paid on most of the content.

Collectables

Scalextric C2442 Delara Indy Pennzoil, #4, exc, boxed, yellow. One bid, sold for £30.00 (190752436774).

Scalextric C2572 IRL Delara Andretti Green Racing, #11, ex, boxed, run once. One bid, sold at £30.00 (190752433361).

This pair of models, from the same vendor, in my opinion, should have done quite a bit better but at BIN prices these were snapped up.

Scalextric C2741 A1 Grand Prix Team, New Zealand, mint, boxed. One bid, sold BIN at £75.00. Now, this is more like it (200845362702).

Spanish Scalextric Mercedes 250SL, C32, beige and maroon coupé. 1970s, vg. Twenty five bids, sold at £100.67. Lovely model, in first rate condition, should have done better (300813944519).

Vintage original 1970s Scalextric C41

Ferrari 330GT, boxed. Fourteen bids, sold at £80.26. Again, a very tidy model, looks hardly used. About the right price (181020934966).

Rare Scalextric Dunlop Tower and Walkway. Twenty five bids, sold at £127.05. Poor photograph does not do the item justice, but I think the price is about correct (321011362783).

Scalextric Nice Grand Bridge, for two or four lane tracks. Two bids, sold for £71.99. Excellent result for this item (300812980590).

Scalextric Trophy Set, unused, MIP vintage slot car, MM/A263 Airfix, from Australia. BIN £91.07. Sold. Not sure about this. Seems a lot of money for just four items of plastic attached to a piece of cardboard, but, there again, who am I? A very happy vendor, anyway (170941000966).

Not Scalextric. James Bond 007 Racing Set 1965 Gilbert Set, used. Starting bid £2,000.00. This item will run on past my cut off point for publication, but I thought it should go in this publication. Item looks complete and there is a comprehensive list of features, e.g. lap counter, Le mans start, flip-flop chicane, banked curves etc. etc. Complete with original box, buyer to arrange collection. It will be interesting to monitor this one (251190423285).

I think you will agree that this month has been quite a profitable one, and the tinsplate business seems to be growing every month. So it's just left for me to wish you all a Happy Christmas and all the best for the New Year. ■

