



No. 359 FEBRUARY 2012

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Help my kids are destroying the house!

Another month, another Journal to complete, and this time I thought I would share with you my ongoing problem of my twins (who by the time you read this will be three) and share with you their desire to slowly but surely dismantle our house inside out!

Now I know toddlers can be a bit ham fisted, but Rachel and Ciaran are taking this to a new level, I'm sure Lianna was never this bad when she was their age?

So far this year the catalogue of damage has included, a broken rear ashtray to my Saab, general damage to the internal decoration of the house, a broken kitchen chair, several light bulbs in table lamps etc., numerous broken toys and finally a Husky re-coloured in an interesting shade of pink (he's OK by the way it was luckily water based paint).

Fortunately they haven't got near the Scalextric cars or the track recently so losses there are currently negligible although they have managed to finger a few of the new release cars once I unpacked them from their boxes. I'm sure this is a twin 'thing', of course they 'egg' each other on or fight over toys or other objects in general, I hope they grow out of this rather than having to accept the fact that I may have two new mini Fred Dibnah's, who are thus looking at a future career in demolition, possibly without any of the required machinery or even explosives?

So to slot car related news of sorts and now I bring you news of a NSCC competition. The eagle' eyed reader (is there one out there?) may have spotted in December's Journal the absence of the usual Christmas competition, largely as a result of little preparation on my part due to work getting in the way but also limited space in the December edition of the Journal (see Shaun I am keeping the printing costs down). However I am now in the throws of preparing a competition with the help of Peter Simpson, which will be spread over two months (March and April) and for which I have obtained some prizes from some very generous advertisers.

So I hope you will enter and remember if your not in it you won't win it!

Until next month.

Jeremy



# MESSAGES FROM MARGATE



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

By Pete Simpson

For the 2012 catalogue, Scalextric have resisted the temptation to indicate when each model is expected and have presented the range as a single entity for release during the year. Time will tell if this was a prudent move or if the pressure created by declaring a target release date actually drove the schedule; maybe commercial, rather than customer, pressures will be sufficient to ensure a steady supply of models throughout the year?

The number of new mouldings seems a little more restrained than the last couple of years: according to my calculations the 2011 goal was for seventeen (six of which were Micro) but 2012 has reduced to a hopefully more achievable eleven (four of which are Micro). This year's catalogue is certainly easy to navigate with the cars being presented as data cards: additional

information has been included but has resulted in smaller images. The overall appearance is an increase in facts but offset by a loss of excitement. Maybe, slightly uncharitably, Karen compared it to a stationary catalogue – accurate details on the range but not a publication to drool over. Several cars have been retired: the Caterham / Lotus Seven, McLaren MP4/6, BMW 320Si and amazingly, after just one year, the Beetle! There have been suggestions from several on-line traders of a new version of the Beetle, indeed C3310 seems to have been allocated, but it is certainly not in the catalogue. I'm sure that, due to the investment in new tooling, we can expect more variants in the future: I'll let everyone know as soon as I hear anything. Surprisingly, even a couple of non-DPR cars have survived. ⇨





To start the New Year, there are some details on a few of the 2011 models that were delayed. The first of these, the Essex liveried Porsche RS Spyder, C3197, was at the sign off stage in December. The subject follows on from the earlier Essex team car, the blue C3086, which was released in the middle of 2011. That version depicted the 2008 car which achieved second in LMP2 at Le Mans whereas this latest incarnation represents the Danish team's car that returned a year later and won LMP2 class. Driven by Danes Casper Elgaard and Kristian Poulsen, ably supported by French Porsche driver Emmanuel Collard, the team also won the Michelin Green X Challenge, the spiritual successor to the Index of Thermal Efficiency. The two cars look very similar as the livery of the blue 2008 car had to be revised, resulting in a scheme that was very close to the 2009 car albeit in a different colour. Both cars are DPR so can be run against each other. One small warning, though: due to the low nose profile of



these models, nudging is definitely to be avoided as the front car will simply be scooped off the track.

Although the only new Mercedes 722 GT due last year was delayed into this year, the next new version for was already at the sign off stage when I visited in December. At that time I'd not seen the catalogue so could not provide any other details. I can now confirm that it will be C3294 and could be the first of the true 2012 cars to in the shops. Like C3191, the late-running 2011 release, it's certainly a nice colourful alternative to the more common silver, synonymous with many racing Mercedes. It represents the car raced sponsored by Linfox, an Australian transport company, which Noel Del-Bello Racing ran in the SLR Trophy series during 2010.



Fans of the McLaren MP4-12C certainly won't be disappointed this year with a total of six versions scheduled: the orange and silver street versions will be joined by a similar pair in metallic blue, C3297 (HD) and metallic green, C3273 (SR). In addition will be a pair of endurance racers in Von Ryan Racing livery, again in Super Resistant and High Detail

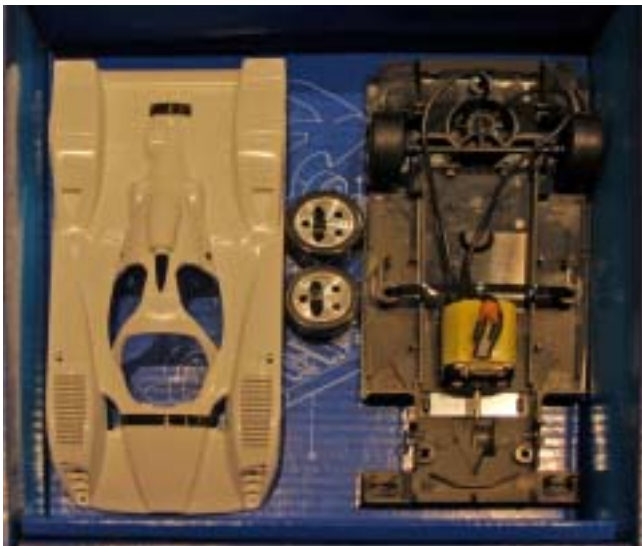


versions. As is now normal practice, glazing and interiors can be swapped to produce HD or SR versions of each model. This certainly worked well with last year's Corvette C6R GT2 models and can be repeated this year with the two McDonalds sponsored Labre Competition C6Rs.



When I visited Hornby in December only the box art for the Transformers Bumblebee Camaro was available: in the period since the car has materialised for its sign off. This may have limited appeal but it certainly looks the part, resplendent in its dirty effect makeover. Eagle-eyed readers may notice slight discrepancies in the release quantities but I have now been ensured that only 2,000 will be produced.

The latest two Pro Performance kits,



originally due last year, the Lola Aston Martin, C3193 and the Audi R8, C3192, have progressed past the approval stage and were both on display at the factory. These represent excellent value for money considering all the options and spares included. Unfortunately the 2012 catalogue fails to illustrate just how comprehensive these kits are: three motors, five axles, five each of pinions, contrates and ball race bearings. Refer back to 2011 catalogue for full details.



Three Audi R8 models are to be available this year: the Red Audi Driving Experience from 2011 is retained, C3177, the Remington car delayed from 2011, C3190 and a new Porta liveried version of Phoenix Racing, C3286. As sign off has now been agreed for the last version, neither can be too far away.



Another American muscle car will be joining the ranks of Endurance cars in 2012. The fifth generation of Chevrolet Camaro will be represented by two versions (C3289 and C3258). At the time of my January visit, the⇒



prototype was on show so it may still be a while until the liveried versions are signed off for production.

As mentioned above, despite the desire to move towards every car in the range being DPR, there are still a few that will hang on as analogue only. The Mini is still expected in a



couple of liveries: the delayed Panda Car, C3213, and due later in the year, one representing an Australian circuit racer. The Police car can't be far from production as a complete example was seen on display in January. For this version, the driver is alone with a mirror that size he hardly needs an observer! As the example I saw was a pre-production model, maybe it will be scaled down prior to going to manufacture?

In this, their third year of existence, even the Start cars come in for revised colour schemes. The update will be limited to the set cars with





the Rally cars being released in yellow and orange and the Endurance cars revised to red and purple. The twin pack cars continue in last year's colours.

For the last couple of years I've overlooked



the current range of buildings that have been available to enhance a circuit since 2005, when they replaced the previous card buildings. These are now all of modern style and are solidly made, self assembly models, in hard plastic. The

range comprises a Pit Garage, C8321, a Control Tower, C8319 and a two tier Grandstand, C8320, which was missing from the range in 2011. Elements of each can be combined to produce a variety of trackside accommodation. And of course, the Dunlop Bridge is still with us. With the growth in scenic accessories from specialist manufacturers, these accessories can still be used to form the basis of a realistic layout.



Whilst enjoying a pleasant cup of coffee and a pastry in the Hornby Visitor Centre restaurant, I noticed a small detail in the photograph of The Beatles enthusing over a race with a couple of 1960s Grand Prix cars. I'm sure that many collectors spend ages searching for an example of these early models which have no body distortions. However, careful study of this period image appears to reveal that the body top and underpan may never have been too →



keen to maintain close proximity: the photo clearly show a gap! So perhaps that perfect seal never existed?



Finally I would like to thank all the members of the Croydon Scalextric Club for making me feel so welcome. Having been hooked on racing after the Ramsgate weekend in November, at the end of last year I finally managed to get along to a slot car club. The balance between sensible, enjoyable racing and serious competition is a fine line not necessarily easy to achieve but my evenings spent trying to achieve a whole lap without coming off have certainly been fun. Racing on a large layout is totally different to anything likely to be experienced at home: I soon learnt that a bright coloured car is essential to keep it in sight at the far end of the layout! Preparing a car for racing has been an addictive diversion from building resin and plastic slot cars: a three minute race can be nerve wracking if insufficient time has been spent trying to ensure reliability. I daresay the Croydon members do not differ greatly from many other groups around the country so why not try and support your local club in 2012? Anyone in the Croydon area can contact Mick or Dave through the club website: <http://croydonscalextricclub.weebly.com/>.



So until next month, I'm going to dust off some of the valuable cars from the loft, remove the magnets, and see if I can become a competent racer. ■





## SHIPMENT FROM SPAIN

By Gareth Jex



email: [shipmentfromspain@nsc.co.uk](mailto:shipmentfromspain@nsc.co.uk)

A quite few months from SCX followed by lots of information regarding planned releases for the first quarter of 2012 (January to March) and delivery of one special edition. Recommended Retail price for all cars announced so far will be £39.99 for 2012.

### **Citroën DS3 2011 'Sebastian Loeb' Rally Argentina 2011 Ref; A10066**



The first brand new model from SCX is the WRC winning car/driver from 2011. Seb Loeb won the event by a very narrow margin (2.4 seconds) over M. Hirvonen after Loeb received a time penalty of one minute for checking in too early at a control. His win at this event brought his career WRC wins to an astounding sixty five! (a total he has since gone on to increase). One feature of the Citroën teams entries last year was that the roof of each car was decorated with a country flag (specific to the event). As you can

see from the photograph of the SCX car the blue and white stripes with sun is a nice bright graphic. If I'm being picky (which I am) the SCX version is slightly wrong, the sun should be about 50% bigger than they have done it, but it doesn't detract from the overall look. The rest of the livery looks spot on in full Red Bull works livery (I wonder if this will see another court case from Red Bull?).

The model is 4x4 direct drive and uses the new motor specification, it has lights, removable/adjustable magnet etc. as most SCX rally cars. Available in February.

### **Hummer H3 'Robby Gordon' Dakar 2011 Ref; A10067 (Clean) and A10081 (Dirt Effect)**



Nascar driver Robby Gordon entered the 2011 Dakar rally with this bright Orange Hummer from the "Speed Energy Racing Team". Sadly







the team did not do too well with the sister car crashing out early on in the event and Robby's car being disqualified after breaking a wheel bearing in a road link section. It didn't deter the team and they entered again in 2012 and came home in 5<sup>th</sup> place overall. The SCX model is available in both clean and muddy flavours. Available in February.

**Citroën 2CV "Original 657"**  
**Road car – Grey**  
**Ref; A10068**



A new livery (or no livery!) on the previously released 2CV in period grey. In case you are wondering what the 657 refers to, it's the chassis number. The real car is actually for sale if you like it for a cool \$84'000.00 (US) a bargain for this 1962 four wheel drive two motor odd ball. Available in February.



**Renault 8 TS- Jose Manuel Ezquerro**  
**Rallye De Talavera 1975**  
**Ref; A10069**

Another new livery on the SCX Renault 8. With a very accurate livery decoration but the wheels are not quite right, but are acceptable. It is two wheel drive. Available in February.

Moving onto later in the quarter the following cars/liveries are planned for release. Pictures are of real or die-cast models not SCX prototypes etc.

**Lotus F1 2011 "Petrov"**  
**Ref; A10079**



**McLaren F1 2011 "Button"**  
**Ref; A10080**





**Renault 4L "Monte Carlo"**  
**Ref; A10070**

A brand new model and I have no picture at the moment.

**Mercedes SLS 2011 "Sonax"**  
**Ref; A10071**

That's all the official information I have at the moment. I understand SCX will not be attending the German Toy Fair this year so information for the rest of the year may be a little difficult to confirm, but as soon as I can I will let you all know.

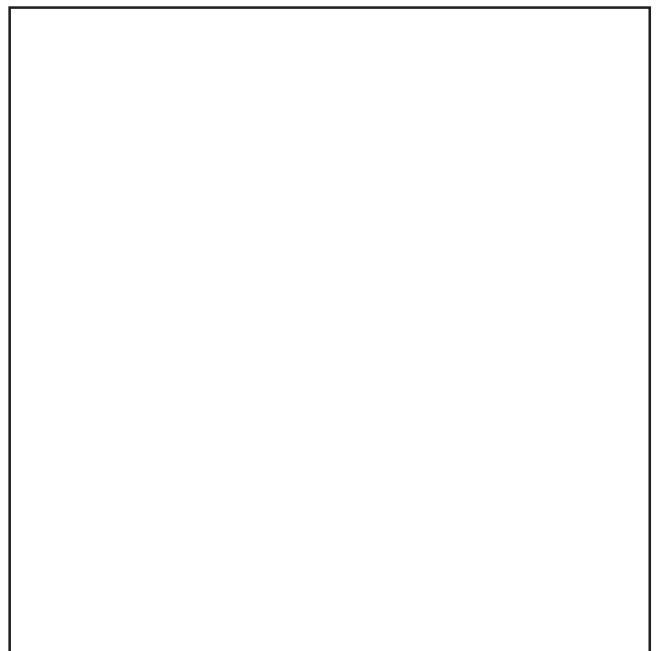
Finally though, news of one special release from Spain.

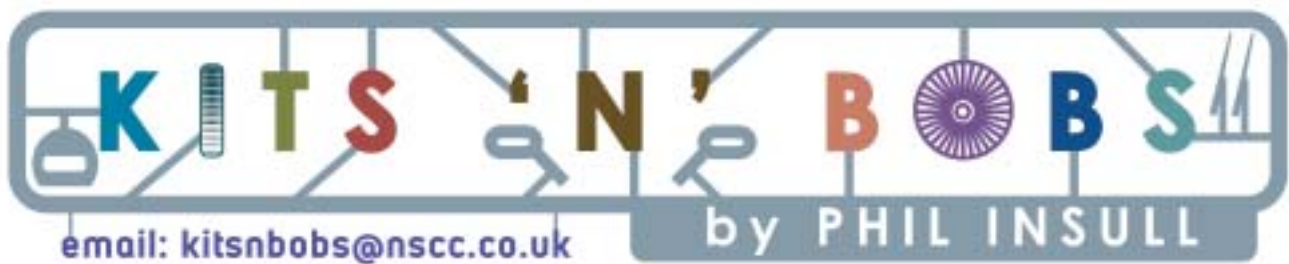
**Porsche 911 GT3 "Vallejo"**  
**Rally de Ferrol 2011**  
**Limited Edition of 3,000 units**  
**Made for Spanish retail outlet**  
**[www.formulakit.com](http://www.formulakit.com)**



I wasn't sure exactly what to expect from this model as obtaining details from Spain was like pulling teeth. It's arrived now and I'm pleased to say it's rather good. Full tampon printing by Tecnitoys and each car comes with a numbered insert panel, which is also signed, by the driver and navigator. Available only from Formulakit direct, they will ship to the UK, but only accept bank transfer payments.

And finally, SCX UK Distributor AEC is holding round one of the SlotRallyGB 2012 championship during February and has made some excellent stages for use at the event. Don't worry if you're not coming to the Slot Rally, we will be using some of the stages at the Slotcar Festival later in May. ■





**F**irst up this month is a most unexpected new release from Penelope Pitlane the Bugatti T50B Monoplace. Developed in 1936 by Bugatti for the 750KG formula this was Bugatti's first proper single seat "formula" car. In order to keep within the weight limits the car used a lightweight flat aluminium crank case version of its 4.7 Litre supercharged 8 which Bugatti claimed developed 500bhp but in reality only pushed out around 400. The car was practised at the 1936 Monaco GP but was withdrawn for technical reasons and it also raced at the Swiss GP. where it suffered gearbox failure. The car was then shipped to America for the Vanderbilt Cup where driver Jean-Pierre Wimille carrying race # 18 finished a creditable 2<sup>nd</sup> behind Nuvolari's Alfa 12C-36. For 1937 a 4.5 litre normally aspirated engine replaced the 4.7 unit for the race at Montlehrey and then it would seem that for 1938 a 3 litre supercharged engine was fitted for the Cork (#18 retired) and French GPs (#22 withdrawn) In 1939 Wimille won the minor Coupe de Paris (#1) and then finished 2<sup>nd</sup> at the 1939 Prescott Hill climb (#3). The Bugatti's last hurrah was when Wimille

wheeled it out to win the Formula Libre Liberation Cup race at Paris Bois on 9th September 1945 (#1) which is considered the first post World War Two race meeting in Europe. The car now resides at the Schlumpf museum as the #1 car from this meeting with supercharged 3 litre engine, Alfa Romeo like front cowl and low level exhaust. The 1936 car had a mid exhaust with a more traditional Bugatti single horseshoe grille/ cowl.

The kit comes with moulded in driver, decals, mirrors and photo etched screen and special unique back plate wheel inserts unique to this car. I made some minor modifications under the shell before building to allow me to fit the P.P. Competition in-line chassis rather than the SM1S chassis and this has let me fit a Slot.It Flat 6R motor. Mine is based loosely on a black and white photo of the #3 Prescott car but without the twin rear wheel arrangement it used on that day. I am also indebted to Steve at P.P. for →



Penelope Pitlane Bugatti T50B



Penelope Pitlane white metal "Rostyle" wheel inserts

sending me his latest Rostyle wheel inserts which I will be using on a build soon but for now have pictured them for you in some of Steve's wheels.

Just to show there is some logic to my scribbling this brings me on nicely to a new range of alloy wheels and resin inserts from RS Slot Racing. The RS Alloys wheel range consists of scale 15" type nearly hub less wheels in 14 x 5mm, 14 x 7mm, and 14 x 9mm sizes along with a hub type version, and scale 13" type with nearly hub less in 12 x 5mm and 12 x 7mm sizes and a hub version. These are great value and come complete with an M2 size grub screw so your standard Slot.It and NSR hex wrenches will fit them. The resin inserts have been developed by my old friend and super model builder Pete "Scud bong" Shepherd and come in a wide variety for both the 13" and 15" RS Alloy wheels including Ferrari 5 spoke, Wobbly Web, Dunlop Steel, Porsche Steel, Revolution, Torque Thrust, Corvette, Lotus, BRM 6 spoke, Mercedes SL type, Fuchs, Halibrand, Minilite, Borani and late wire wheel types to name a few. I have again photographed a selection of the new RS wheels and inserts and will be using them on builds very soon. Many thanks to Colin at RS Slot Racing for sending them through so quickly.



**RS Slot Racing Alloy wheels range & resin inserts.**

As mentioned last month I have now had the latest kits from Chris at PSK and these should be ready to show you next month,

however he has also announced two more kits in the #6 Lola GT of Hobbs/ Attwood and the #53 Rene Bonnet Aerodjet of Beltoise/ Bobrowski both from Le Mans 1963. GMC have announced their Porsche 907LH from Le Mans 1968 should be available very soon, and MMK have a new Renault 4CV with opening bonnet and boot, and two of the Panhard PL17 rally cars that finished 1-2-3 in the 1961 Monte Carlo rally the 1<sup>st</sup> placed # 174 car of Martin/ Bateau and 3<sup>rd</sup> placed #220 of Jounneaux/ Coquillet. Sticking with the French connection we have three releases from MMK with the 2011 black presentation #1 Audi R18TDi and the #11 Le Mans 1975 winning Mirage GR8 of Ickx/ Bell and the 3<sup>rd</sup> placed sister #10 car of Schuppan/ Jaussaud.



**MMK Renault 4CV with opening bonnet and boot**

Pendle Slot Racing have a number of new body kits with an Austin Maxi, Rolls Royce Silver Cloud III, Standard Vanguard, Mini Pick-up, Mini Clubman, Alfa Guilietta Spider, Riley Elf and what looks like a Bedford or Comma ice cream van, they also have the new Top Slot Mercedes 196 Streamliner in the form of the #22 Hans Hermann entry from the 1954 French GP. at Rheims (Retired). I haven't been totally idle this month and I have built a number of projects from my to do pile, the first is the unusual Beardog/ AB Slot sport Pink Stamps sponsored Lotus 30. Having lost the instructions I utilised a cut down Fly venture chassis instead of the metal AB Slot sport version but everything else is as per the kit. This car became the most successful of the Lotus 30s known as





Beardog / AB Slot sports "Pink Stamps"  
Lotus 30

the "pink peril" it competed in over fifty international races and scored twenty one wins, ten second places, five thirds and eight lap records mostly in the hands of American driver John Markley.

My other build is a 1971 Nissan Skyline GTR from a plastic Aarii kit, I utilised some spare decals from my Reinecke Motor Sport Datsun 510 kit to produce a fantasy livery of what the GTR might have looked like if John Morton's BRE team had raced it in Trans-Am in 1972. My third project is an FF Models Land Rover



FF Models Land Rover ambulance

ambulance decked out as a UN / UNICEF doctors vehicle, using a PCS chassis it handle surprisingly well for such a tall vehicle.

NSR have released their new Audi R8 GT3 as the United Autosports #23 car driven by Matthew Bell/ Zack Brown in the 2010 FIA European GT3 Championship. The example of the car I purchased from MRE is very quick straight out the box and surprisingly faster around Wolves International track then the NSR Audi R18 TDi released last month. ➤➤



1971 Nissan Skyline GTR Aarii kit conversion



NSR Audi R8 GT3 United Autosports 2010

Sticking with the R18 TDi for a moment NSR have announced a limited run of just 250 of four new colours of the #1 car moulded in yellow, blue, orange and silver with such low volumes I think you'll need to order them quickly if you want one.

Finally this month MRRC have issued three new releases with a black #36 Cheetah and two Porsche 911s with a silver #4 and a white and black #35. Revell have issued their Limited Edition gulf liveried Cobra Daytona and Avant Slot have issued the Kremer Brothers Repsol sponsored version of the K8 while MSC should

be releasing their next RS200 this time as the Mateus sponsored #15 car of Joaquin Santos from the 1986 Rally of Portugal. That's all for this time don't forget Sunday March 4<sup>th</sup> is the Wolves Early Birds Grand Prix which is fully booked, Sunday April 29<sup>th</sup> is the pre-60 MRE Le Mans Classic (limited places left) and Sunday October 7<sup>th</sup> is the OCAR pre-80 European / Japanese saloons (limited places left). In addition to some fine scratch built slot cars we are expecting RS Slot Racing, Penelope Pitlane, OCAR and GT Models all to be in attendance with goodies for sale along with a proposed bring and swap/ buy table so come along even if you're not racing. ■



NSR Limited edition Audi R18 TDi Silver



MSC Ford RS200 #15 Portugal 1986



# An eBay Story- The Reverend Jameson Collection

By Andy Carmichael

**O**n the 8<sup>th</sup> January 2012 a very interesting item sold on eBay and I will let the item description explain more;

*AUSTIN HEALEY 100/6 SPORTS in red and cream SCALEXTRIC TINPLATE with gimbal wheel. Race No.66 From the now famous and chronicled 'Jameson collection' of six of these ultra-rare tinplate Scalextric sports cars, this auction is for the very serious Scalextric collector. This car is, perhaps, harder to find than a Bugatti Type 59 and more desirable to the purist Scalextric enthusiast. This Austin Healey, being the very first Scalextric sports car (not F1 style car) is a must for anyone wishing to have the COMPLETE COLLECTION. The 'Jameson' collection. In 1958, six Austin Healey Scalextric cars were prepared by Mr. G. V. Jameson (vicar) for his home/club layout. He decorated the cars with race numbers 64-65-66-67-68-69. A handful of other marques of cars were also added to the stable and decorated with race numbers. At Gamages, the London Toy Store, Scalextric held an annual Championship. In 1958, Mrs. Jameson, was the only female entrant in the Senior category and achieved fourth place in the presence of Scalextric inventory Fred Francis. In 2010, his wife Mrs. R.J. Jameson, sold the collection of Scalextric cars at auction. Along with the Healeys were several other tinplate cars including Ferrari, Maserati as well as the first plastic bodied Scalextric cars - the Lotus 1961. All six Healeys were won at auction by Mr. R Barker and sold off on the collectors market. One of them, No.69, sold on Ebay for £1500. The Ebay auction described the car as follows: "...is without doubt one of the rarest and most sought after Scalextric cars ever made. The Scalextric tin plate Austin Healey 3000, 1/32 scale slot car, all original, complete with original box. The example is without doubt the finest example of it's kind you are ever likely to see. The car is all original, the body is in excellent condition as can be seen, the original screen is perfect, the coach work is in excellent condition, both on the body top and the chassis. The original steering wheel*

*is perfect and the original driver is complete. I would describe the box as excellent over all. .... one the most iconic and rare cars ever to come from the Scalextric brand". The description quoted above, of course, refers to the sister car auction. The car offered for sale to this current Ebay auction is No66 of the '64-'69 set and is in the same excellent unused condition. I'm describing it as unused because I can see no signs of play use other than perhaps making sure that the car runs. The tyres have no signs of running whatsoever. See the extensive selection of pictures for condition. As with all of the six cars from this collection, I would be very, very surprised if a more desirable example came to auction.*

Now I shall add the snippets that I know about this story, I was fortunate enough to see four of the Tinplate Healeys prior to them being sold to individuals, what was odd was only one car number 65 was blue, the Reverend even numbered each box to match the cars however I think many boxes got mixed up when the cars were sold. I suspect there were more tinplate cars as I saw two large plastic cars motorised using the chassis from Austin Healey's (can you imagine cutting a tinplate Healey up now to



Car 66 as sold on eBay but sporting box for car 69



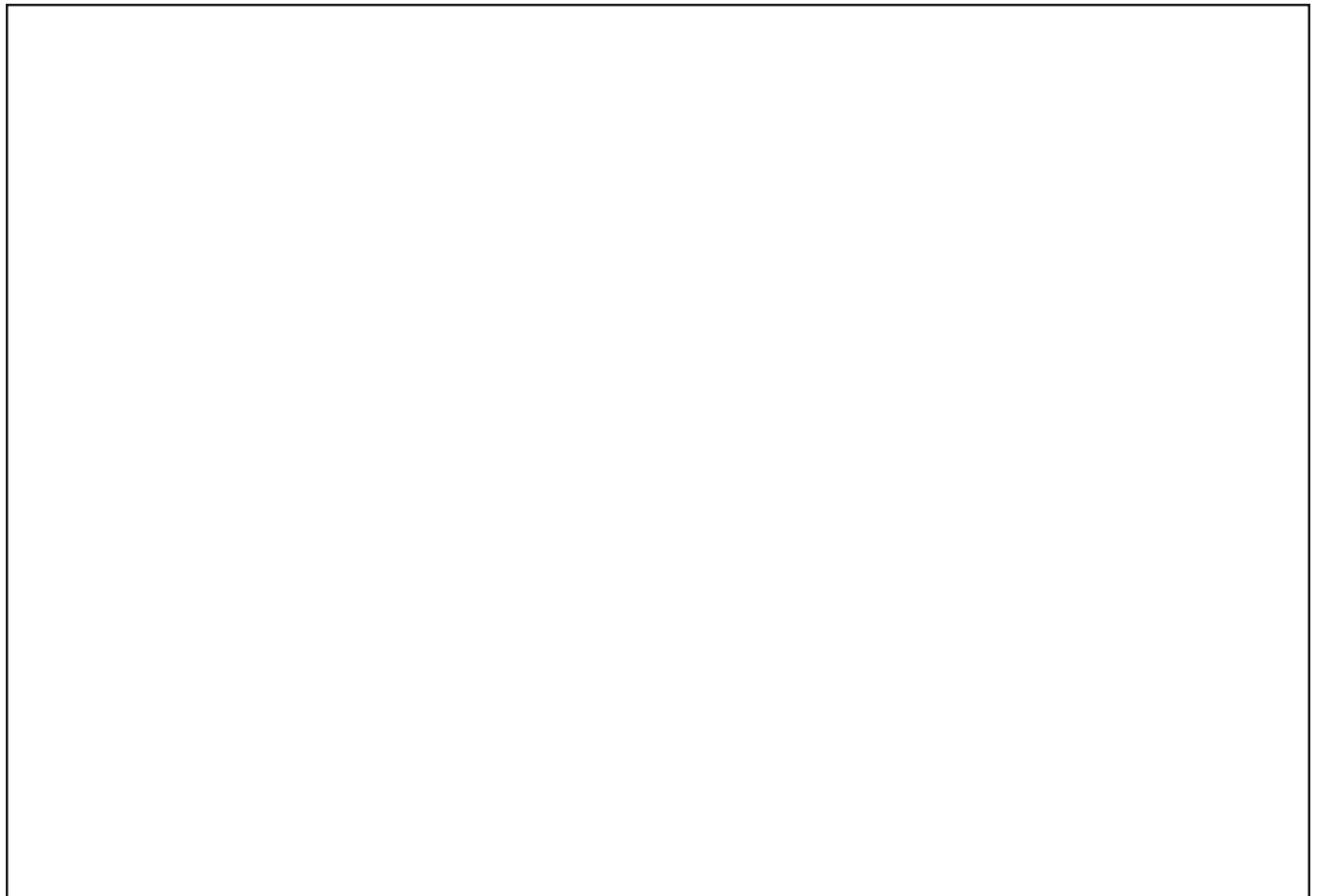
Cars number 65 in correctly numbered box

motorise a plastic kit!). The Rev. and Mrs Jameson became involved with Scalextric when the system was very much in its infancy, there was very little facility for multilane racing and so the Rev. Jameson made his own multilane circuit by cutting up track and creating what he wanted. I believe it was this work that drew Fred Francis to contact the Reverend and perhaps many of those pieces of track that later allowed multilane systems came from the ideas generated here.

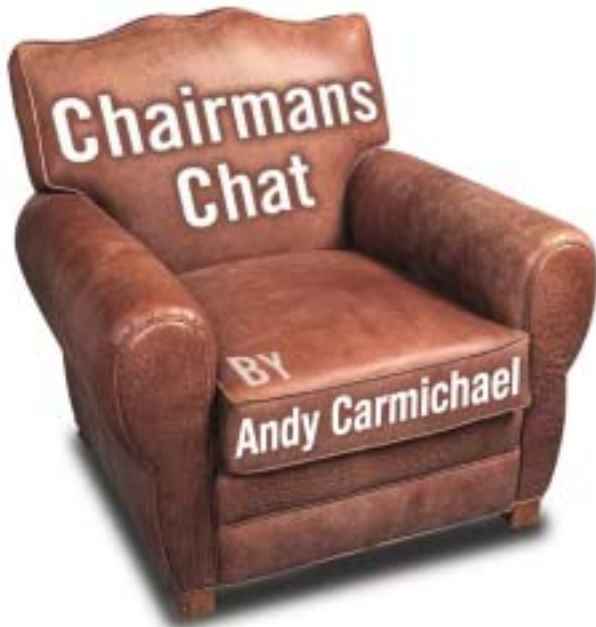


Car number 64 in correctly numbered box

So what happened to all of the Reverend's collection? We know there were the Healeys, tinsplate F1 cars, Lotus 16s and all the track and sundries that he used and created, to me there is a great untold story still to be told here and I know there are members who bought different parts of the collection. If you are one of these fortunate collectors why don't you write a piece for the Journal and take the story further? ■







**A** very brief Chairman's Chat this month, with just a couple of reminders of Club related matters for you to take note of.

#### **SNOW EFFECT JAGUAR**

The date for ordering your snow effect Jaguar has now passed and the order book has closed with around fifty takers which I think is going to make these pretty rare beasts! Thank you for everyone who has responded and ordered on time. The models are being individually painted so please have patience whilst the orders are completed, we are trying our best to get the pre orders for the Milton Keynes Swapmeet ready in time. If you have not ordered a Jaguar and you have a genuine reason for missing the deadline then please contact me preferably at [chairman@nsc.co.uk](mailto:chairman@nsc.co.uk) and I will see what we can do.

This though really is the last opportunity and is only being offered as a consequence of some complaints from members saying there was insufficient time to act especially with some events called Christmas and New Year being a distraction!

#### **FRUSTRATION or CHAIR BUMPING HIS GUMS AGAIN !**

Your Club has a small Committee and a core of very active members who make this Club happen, I have said it before but like a stuck

record I will say it again, everyone can do their bit. Have a go at writing an article on an aspect of your collection, send in pictures of something obscure or unusual or even tell us about slot events, even the smallest actions could help out.

For example if every member managed to get just one person to come to a Club swapmeet then the event would be absolutely brimming and good for all but especially the Club. So come on folks if you are not active then please consider putting up some adverts for the Club events at your local model shop, slot club, include with your eBay sales or even post out some emails with Club event banners on and help promote the NSCC into it's fourth decade. Information about banners etc. is available from any of the committee members.....so go on....give it a go.

#### **NORTHERN SWAPMEET**

This event will run on Sunday 15<sup>th</sup> July 2012 and will be at the same venue as last year in Ossett being The War Memorial Community Centre (Post Code WF5 8AN).

Just to reaffirm, although there is an advert at the front of the Journal this month, the event will be a Sunday **NOT** Saturday.

The doors will open to public at 10.00am. Entrance is £1 for members and £2.50p for non members who can of course join on the day. Dealer Tables 6' x 2'6" (and are suitable for having additional backing table) are £15. Collectors Tables 3' x 2'6" (No backing space) are only £5.

As part of the promotion for this event we will be producing a Limited Edition car again, which will be very reasonably priced for members to purchase on the day and will be very exclusive with only a small number being made.

This event was a sell out last year so please book early. Should we get over subscribed there is an option to hire a small side hall for an additional cost, but I will obviously need to know the requirements. Further advertising will appear and if you would like to book please contact me. ■



Piecing together this article in time for going to press always seems to fall at the wrong time for me. As I write this, the exhibition stands are being assembled ready for the open date on the 1st of February of the Nuremberg Toy Fair. By the time you read it, the stands will be packed away and Ninco will be forging ahead with their programme for 2012. So, unfortunately, you'll have to wait until the next issue of Ninco News to find out what is in store!

However, to keep us going until then, I have managed to get my hands on one the hottest new releases from the Spanish brand; the beautiful E-Type Jaguar.

### **"The Most Beautiful Car Ever Made"**

This is how the great Enzo Ferrari described the E-Type Jaguar when it was first unveiled back in the early sixties – *and he knew a thing or two about cars*. Fifty years on, it is still topping the charts, most recently appearing at the number one spot in the Daily Telegraph's "100 Most Beautiful Cars of All Time" survey.

Ninco's 1/32<sup>nd</sup> scale model is an accurate reproduction making it a worthy tribute to this iconic sports car. Presented on the angled black base surrounded by a crystal clear case, this road car version will happily look the part on display.

As well as showing this is from the Ninco Sport range, the base is printed with "50<sup>th</sup>





Anniversary Commemorative Edition” highlighting this as a special edition. The standard part number/barcode/description sticker on the side of the case is accompanied by a Jaguar trademark acknowledgement but there are no ‘Ninco Warranty’ seals on the box.

Removing the car from the base and looking at the underside, it is noticeable that Ninco have for the first time in their history created a slot car with a front mounted motor! More of this later, as there is so much more to enjoy from the top. The Jaguar E-Type Coupe, Road Car (50579) is ‘simply’ red in colour but its design is far from simple. It was as a result of scientific and mathematical calculations by Malcolm Sayer who had been instrumental in the success of Jaguar Racing through design of their C and D-Type sports/racing cars. With a background in aerodynamics, he developed formulae to optimise the curved shape so wonderfully evident in the E-Type. Chrome trim parts such as the sweeping narrow front and rear quarter bumpers and wire wheels (*complete with knock-offs*) really set off the classic appearance of the car. Whilst our attention is turned to the chrome detail, it is worth mentioning the triple wiper configuration on the front windshield – *did you know some E-Types had three windscreen wipers?*



Three official Series of the E-Type were produced between 1961 and 1975 with Series 1 and 2 offered as Fixed Head Coupe, Open Two Seater and 2+2 whilst the Series 3 was only offered as OTS and 2+2. The Ninco model is based on the first Series FHC and the print on the rear hatch clearly show this to be one of the later Series 1 which had the 4.2 litre motor fitted. This places the year of the car between 1964 and 1968. During this period, seven thousand, seven hundred and seventy cars were delivered of which just over six thousand were for export. No wonder Ninco based their model on a left hand drive version.

The body colour paint work is glossy but lacks the deep gloss finish I have seen on other Ninco products. There are only a few prints on the bodywork as there are no sponsorship logos to contend with. The front and rear number plates stand out with white on black print (*although the rear plate does include a silver edging*). The rear “E-Type Jaguar 4.2” badge is a crisp and clear print, faithfully reproducing the chrome badge one would find on the real car. Two screws hold the body to the chassis with the join spilt along a natural bodywork line between front and rear wheel arches. This means the →





chassis has quite a large area painted the same colour as the body, that's fine now as the colour match is spot on; but what happens if or when a replacement chassis is required? The very front of the chassis houses a printed radiator grille and chrome cross bar with integral Jaguar head badge made by a red over print to give the outline of the famous Jaguar head logo. Parting the body from the chassis reveals the inner workings of the front mounted motor configuration. The power plant fitted is the NC-9 Sparker motor. The chassis is currently designed to accept only this motor casing ruling out the possibility to change to a long-can motor such as the NC-5 or NC-12. The motor transfers power to the rear wheels via a prop shaft connected to the motor at one end by a spring and having a pinion (9-tooth) at the other. This meshes with the gear in the same manner as an in-line configuration. Just in front of the rear axle, a rectangular magnet is clipped in place offering more rear down force. The front guide is unsprung but the wires from the motor give enough 'spring' force to ensure the pick-up braids maintain good contact with the track. These cables are connected to the motor by

push fit spade connectors so this end of the motor can be easily disconnected. The prop shaft end will be a bit more complicated to change as I'm not sure where to start to remove the spring between motor and prop?

The interior houses a driver figure in blue race suit and red modern day crash helmet with matching gloves. The driver is holding a nicely detailed wooden rimmed, three (*silver*) spoke steering wheel; typical of the period.

There are many lovers of the E-Type so this car will have masses of appeal to collectors and racers. As a 'shelf queen', it can certainly hold its own against other static models and in comparison to other slot cars, its looks, proportion and scale will be hard to match let alone beat.

Wheels and tyres are narrow but in keeping with the classic class of vehicle, so competing with other classic cars should not be an issue. Straight from the box, the E-Type begs to be pushed to find it's limits. As with most magnet set ups, when the down force of the magnet is exceeded, it can make for an expensive "off" (*and these toys are expensive!*). However, removing the magnet always brings much more fun and adds to the grin factor of slot car racing. This front engined car is very well balanced and is a





fantastic first attempt from Ninco – *but believe me, there would have been much testing on finding the optimum motor configuration.* I have not had a chance to race it against another classic yet but have arranged to pitch it against a Cobra next month, I'll let you know how it performs but from my initial track runs, I am quietly confident.

This is certainly a car for any collection. It marks a milestone in sports car design and comes from considerable racing heritage. Get one. Display one. Race one!



### Club News

Burnt Oak club is relocating to a new address still within the area. As from this month (*February 2012*) it will be known as the Nascot Wood Slot Car Club and will be housed at Nascot Wood School, Nascot Wood Road, Watford, Herts, WD17 4YT. Club meetings are scheduled for every Friday, 7pm to 10:30pm. Newcomers will be welcome to race on the all Ninco, 6-lane circuit. ■

The past month has seen the release of a very famous car for the Le Mans Winners Limited Edition range.

The model reference CW10 is based on the black and silver #2 GT40 MKII Shelby America Inc. entered machine from Le Mans 1966, which scored Ford's famous first win at La Sarthe and put an end to Ferrari's winning streak. Much has been written over the years of this classic car and the race, where Ford attempted to stage manage a dead heat between the #2 car driven by McLaren/ Amon and the #1 car of Hulme/ Miles. Much to the disgust of Ken Miles in particular. The organisers decided to scupper Ford's plan and announced that McLaren and Amon were the winners as they had started some 20 yards further down the echelon line up at the start and had therefore covered a greater distance. The race saw a 1-2-3 for the blue oval with the first two machines both covering some 360 laps and for the first time averaging over 200 KPH for the 24 hour period. Propelled by a 6,982cc V8 developed



The GT40 pulls in for a brief pit stop

from the Fairlane stock motor these brutally powerful cars pushed out some 485 bhp. and utilised innovative features such as fully vented disc brakes.

Presented in the now familiar Le Mans Winners range orange presentation box with potted history of the real car and Limited Edition card number, the models famous black with twin silver stripes livery has been reproduced by Slot.It to their usual high standards with just five different tampo printed colours being required along with their high quality sharpness making it pretty accurate compared to the original car. Quality details as ever include mirrors, wiper, lights, vents, filler caps, exhausts and grilles, with the usual high standard full depth cockpit complete with Chris Amon being depicted at the wheel. In terms of chassis and running gear it is fairly similar to the earlier Slot.It GT40s and in standard form power is provided by a side winder 21.5K motor, with 12:32 pinion/ergal gear ratio. The front axle is height adjustable as normal and a standard magnet is installed. Wheels are alloys at the rear with Goodyear tampo printed treaded tyres all round, brake disc inserts,



CW10 Ford GT40 #2 Le Mans Winner 1966

correct Halibrand type gold wheel inserts and silver knock off three eared spinners at the front and rear. Length is 133mm, height 30mm, wheelbase 75mm and width 60mm with standard weight at just 62g. As with earlier models these are designed for racing and so dimensional compromises have to be made compared to exact 1/32 scale but as I have said before Slot.It remains closer to the correct scale dimensions than most while retaining excellent performance on the track. The box also includes a couple of spare grub screws and an Allen key always handy for the pit box. Unlike most Slot.It cars the model can only be upgraded in side-winder configuration due to the chassis/ full cockpit detail of the model. It can of course be fitted with working lights, magnetic suspension, and SSD/Oxygen compatibility. Given the similarity in specification to the other Slot.It GT40s and for once I wanted to keep a Limited Edition car in pristine condition I didn't run the car but assume that lap times at Wolves would be similar to the earlier releases.

The second newcomer CA 14D was a new livery for the Nissan R390 GT1 this time as the Nissan Motorsports/ Nova Japan #33 entry for all Japanese crew Motoyama/ Kageyama/ Kurosawa for Le Mans in 1998. The distinctive silver and green "Nissan Junior" colour scheme was supplemented by Jomo and Sports Graphic Number magazine sponsorship, with magazine readers paying to have their own name carried on the back of the car. Remarkably all four Nissans finished the race in 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup> and in this case 10<sup>th</sup> place with the #33 crew covering some



R390 GT1 front view

319 laps. The 3,496cc V8 turbocharged machines were jointly developed by Nismo and TWR and proved to be quick reliable race cars although the ultimate prize at Le Mans was not to be.

The model is very well reproduced with eight tampon printed colours giving a good representation of the real livery and detail parts including mirrors, wiper, aerial, grilles, tow→→



CA14D the #33 Nissan R390 GT1 Le Mans  
1988

points, air ducts badges and lights all adding to the realism. The V8 turbo is visible through the rear screen and the cockpit well detailed although as normal with race cars the colour is predominantly black. The full length driver figure from what I can gather is depicted as Kageyama with yellow and blue Arai helmet and green and white Nissan overalls. Wheels are alloy rears and plastic fronts with correct silver spoke patterns and red centre nuts on one side and blue the other as per the real car with Bridgestone tyre lettering. Power is via an offset in-line 21,500 rpm motor with a 9:27 pinion/crown gear ratio standard screw fit guide and as ever fully compatible with the angle winder, side winder, boxer, flat-6, SSD, lights, magnet and Oxigen upgrades. Dimensions are length 143mm, height 32mm, wheel base 83mm, width 64mm and weight 75g. in standard form. A couple of minor issues with the one I bought the one headlight lens dropped out after a couple of laps and had to be found and glued in place, and the rear wheels had been shoved as far onto the axles as they could go so these had to be slackened off and repositioned to provide the correct wider track under the rear arches. This done it was off to the Wolves International track where I genuinely struggled to get below ten seconds and put together a string of laps without an off until I replaced the standard guide with the more suitable (for Wolves) deep wood track guide and then I quickly got down into the low nines. Whilst doing this, one of our Slot.It Challenge regulars was trying another R390 GT1 with Flat-6R angle winder and soft P15 compound tyres and was happily zooming round in the mid seven second bracket so it just shows what a bit of expert tuning and a decent driver can do!

Prior to the Nuremberg Toy Fair Slot.It announced their proposed line up for 2012 starting with the availability of the Oxigen system with Scalextric compatible lane changer track pieces, lane change upgrades for Ninco and Carrera track, PC lap counter software, 2.4ghz wireless compatibility and up to twenty cars per lane, which is all now available for you to purchase. In terms of cars the delayed 2011

releases should be out by March and for 2012 all the more modern GT cars will have angle winder flat-6 motors as standard at no extra cost. In number order the 2012 line up is as follows.



CA01-10<sup>th</sup> 10<sup>th</sup> Anniversary special Audi R8C

CA01-10<sup>th</sup> 10<sup>th</sup> Anniversary Audi R8C Special black and orange #0.

CA06F Sauber Mercedes C9 #61 presentation 1998.

CA09E Porsche 956KH #3 Zwartkops 1 hour winner 2005.

CA10F McLaren F1 GTR #42 Le Mans 1997.

CA11E Alfa Romeo 33/3 #15 Casarel Ze Ouro 1973 yellow.

CW11 Jaguar XJR12 #3 Le Mans winner 1990.

CW12 Audi R18 TDi #2 Le Mans winner 2011.



Audi R18 TDi Le Mans 2011

CA14C Nissan R390 GT1 #30 Le Mans 1998.

CA15C Mazda 787B #202 Suyo 1991.







**Ford GT40 #8 Le Mans 1968**

CA16B Chaparral 2E #66 Riverside 1966.  
CA18B Ford GT40 #8 Le Mans 1968 yellow.  
CA19B Toyota 88C #37 Taka Q Le Mans 1988.  
CA19C Toyota 88C #38 Denso Le Mans 1989.  
CA21A Lancia LC2/85 #24 West Le Mans 1988.



**Lancia LC2/85 Martini 1985**

CA24A Audi R18 TDi #1 black test car 2011.  
CA25A Porsche 962 IMSA #5 Coca Cola Daytona 3 hours 1986.



**Lancia LC2/85 West 1988**

CA21B Lancia LC2/85 #5 Spa winner 1985.  
CA22A Lola B09/60 #11 Le Mans 2010.  
CA22B Lola B10/60 #3 Le Mans 2011.  
CA23A Porsche 911 GT1 Evo 98 Test car black and gold.  
CA23B Porsche 911 GT1 Evo 98 #5 Jever FIA GT 1998.



**Lola B09/60 #11 Le Mans 2010**

For those wanting more information you can download a PDF catalogue from the Slot.It website as well as a spare parts catalogue for 2012.

That's all for this time until April keep on Slotting IT. ■

# Our Slot Car Friends In The North

By Dave Wisdom

**W**hilst not intentionally wishing to generalise the slot car club scene in the UK, it often feels like the majority of major clubs tend to be located in the midland and southern regions of the mainland. This is most certainly not a criticism; there are some mighty fine clubs down south and I know a few folks who race at them, I just wished we all lived a little closer.

However, exceptions to this rule are represented by one or two clubs located in the North West, which is of course blessed with premier venues such as Pendle Slot Racing in Nelson, Lancashire and the Mark Scale Racing Club in Stockport, Cheshire.

Further North the tumbleweed starts to gather momentum and things become a little scarce slot car club wise. However, there are several noteworthy clubs of particular distinction located in the North East including the very professional BRSCA 'Raceway 81' in County Durham; 'North East Restoration Club Slots' (NERCS) in Washington, Tyne and Wear and 'Tyneside Slot Car Club' (TSCC) in North Tyneside, just North of Newcastle upon Tyne. The latter is just three miles from home, therefore qualifies as my 'local' and forms the basis of the following short story.

TSCC began life back in March 2010 when several of its original founders; Colin Jobling, Paul Fletcher and Stephen Owens decided the good folk of North Tyneside should not be deprived any longer of the wonderful electric toy car experience otherwise known as slot car racing. Along with help from Martyn McDonald and fellow Scalextric enthusiasts Ryan Jobling and Lee Wilson, a 20ft x 10ft routed 4 lane MDF was magically transformed from a pencil 'sketched plan' into three dimensional reality. Thanks to Paul and Martyn's exceptional carpentry, electrical skills and determined hard work, the track was fully constructed and operational within a remarkable 48 hours.

In the week following the club's official grand opening by British Touring Car Championship contender Arthur Forster and



Championship Endurance and Ashes trophies



Endurance cars trophy





### Endurance event underway

his team of race personnel, TSCC championship racing commenced. In addition to the main race circuit, the club also houses a single lane, routed and landscaped rally stage track (also designed and constructed by Paul Fletcher) which is set up alongside the main track on all club nights.

During the club's inaugural year; in addition to the race and rally championships, the club hosted two 4-hour endurance events in March and August; the former for NSR saloons and the latter for Slot.It Ferrari 312B sports cars. Each event was held on a Sunday, beginning with early morning qualifying practice (to help decide on teams) followed by the start of racing just before lunchtime. Each event proved extremely popular and was thoroughly enjoyed by everyone who took part.

As with all new clubs, encouraging new members through the doors is invariably a challenge and exploring innovative ways of

attracting interest is proving an ongoing learning curve of perpetual trial and error. I imagine we can all remember our first visit to a slot car club and for some it may well have been a rather daunting experience. With this clearly in mind, TSCC invests particular thought and attention to welcoming, supporting and reassuring new members. The club has a pool of 'loan' cars for use on club nights and in addition, will provide advice, help and tips with the purchasing and tuning of cars for use on the club track.

The club also promotes interest in kit and scratchbuilding; actively encouraging members to have a go at constructing their own slot cars. This can help those wishing to delve deeper into the more practical, creative aspects of the hobby and in addition raise awareness and interest in the background history of contemporary and classic 1:1 motor racing. This process is further explored at the club by way of practical



Another view of an endurance event underway

workshops delivering demonstrations of building and painting techniques together with chassis and tuning preparation. Club philosophy ensures help is always on hand for both new and current members; with emphasis focusing on enjoyment and collective membership involvement with club activities and its continuing future development.

In conclusion, TSCC is now entering its second year of activity. The club has many plans for the new season including several endurance events, developing the club race and rally championships and further workshop classes focusing on understanding more about slot cars and how to get the best from them.

Most importantly of all, the club will continue to work towards recruiting new members. Our partner club South of the Tyne; North East Restoration Club Slots, will hopefully continue to provide us with their valued support, helped in part, by the advent of the '2012 Ashes Series' in which each club will be fielding teams of drivers competing against



View of rally track



A further overall view of the rally track

each for overall North East slot car racing honours – a sort of Slot Car battle 'Royal' between Geordies and Mackems... (plus one or two of us soft southerners).

If you live local, or even a little further a field, you are always most welcome to visit the club, try the cars, the atmosphere, free coffee, tea, biscuits and occasionally a Greggs' Pastie. The club holds an annual championship, which includes classes for classic and modern variants of Saloons; Sports/GTs and Grand Prix cars in addition to a Special Stage Rally Championship which runs on both the rally and main race circuit. The club meets up twice a month and we ask only £2 per session to help cover room rental costs.

For additional contact details, latest news about the club and meeting dates for 2012 please visit [www.tynesideslotcarclub.com](http://www.tynesideslotcarclub.com). ■



A close up of the rally loop

# The Jouef Years 1963 to 1980 Part 1

By Kevin Owens

In the August 2011 Journal I wrote a small piece about Champion Motor Racing by Playcraft Toys Ltd.

This slot system was produced for Playcraft by the French manufacturer Jouef (roughly) between 1964 and 1968, but their involvement in the slot car industry went well beyond their partnership with Playcraft and also that short period of time. Jouef was actually a very big player in the European toy market and as we shall see they had the capacity to be very innovative and also produced some very nice models along the way.

The company was originally known as “Le Jouet Francais” (French Toy) and was founded in 1944 by a gentleman named Georges Huard. In line with other toy manufacturers of that period they initially produced model railways and die-cast toys, gaining a reputation for excellence along the way.

During the 1950s the name was shortened to “Jouef.” Slot car racing was the toy to have during the 1960s and Jouef decided to jump on the bandwagon in 1963. In France the system was to be marketed as Record 64, Champion Motor Racing in the English speaking world and Egger Silberpfeil in Germany. A factory would also be opened in Spain to supply that market.

Officially there would be 151 separately catalogued cars sold between 1963 and 1980.



However, most models would be reliveries, and a few of the new models advertised would never see the light of day (including an intriguing car, the 1964 “Formula Blue”).

The manufacture of cars was chiefly centred around Jouef’s main factory in Champagnole and it does seem that it was a bit of a cottage industry. People in that area would make or assemble parts either in their homes or small workshops, everything would then go into the main factory for final assembly and shipping....I bet every kid in that region had a great Jouef set up! This was to continue until rationalisation in the mid 1970s.

The Jouef slot car system was sold as being in 1/40 scale. However there could be some small variation to this, particularly during the last few years of production.

The earliest catalogues are French from June 1963. The first cars released were the E-Type Jaguar and the Mercedes 300SL. Both were available as hardtop and cabriolet versions. The Ferrari F1 and BRM F1 cars were soon to follow.

Very early cars are easily identifiable. The motor is larger (the French refer to these as oscillating motors) than the later “pea” type. There is soldered wiring and the rear axle holder can rotate right around the pinion. The very first models also use a metal shoe instead of pick up braids.

No more new models would appear until 1965/66 when their excellent Ferrari GTO and



beautiful Lotus F1 (the UK version with yellow stripe is the best) were released. It is worth noting that at this point that the track system was only suitable for four lane racing and being rather rigid and brittle it was not really well suited for carpet racing.



Playcraft stamped on the bottom (perversely enough some of the older cars would carry this stamp for many more years!).

The first “post partnership” models were actually released in late 1968. The first was a gorgeous Alpine A3000, followed by a Matra D Jet and also a Chaparral 2F . These would show Jouef going a little more continental with some of their new releases. It can be assumed that this was now going to be their main market.

For 1969 a beautiful Renault 8 Gordini appeared, as did a Matra F1 car and at long last a Mini Cooper was added to the range. Banked curves and a loop the loop track with two modified “Looping” cars would also be advertised in the catalogue. ⇨⇨



Jouef cars of this period were beautifully manufactured. The looks of the cars beautifully captured the essence of 1960s motor sport. Inside, the pea motor performed flawlessly. They boasted the best steering you will ever see on a vintage slot car and even had fully adjustable spring loaded pick-up shoes!

1968 was a big year of change for Jouef. Their partnerships with other companies would come to an end. The last two cars advertised in the Champion catalogue was the Ford GT40 and Porsche 904GT and these would not have



Jouef may also have been starting to think about the economics of their production, because at this time the adjustable pick-up shoes began to disappear from the range. The appearance of the track was also to change slightly as the metal rails were made wider in order to improve conductivity.

1970 and 1971 were fairly quiet years for Jouef. New moulds of the Lotus and Matra F1 cars were made so that the cars now had a pair of front wings and in keeping with the times wider doughnut tyres were fitted. Yellow glazing was also becoming common on Jouef cars at this time.

1972 was an exciting year with the release of the all new lane changing " Jouefmatic " system. Each Jouefmatic car was pre-tuned into a throttle and upon command would change lanes using the specialist crossover track pieces. The Jouefmatic system had actually been used with Jouef model railways since 1969.



Even though it was many years ahead of it's time the sets proved to be prohibitively expensive and few cars were adapted by Jouef to run on the track. As a result it would enjoy a short life span.

On a brighter note 1972 would see the release of a lovely Porsche 917 and a rather unusual Carabo Bertone! The Matra and Lotus F1 cars were remoulded yet again to accept rear wings.

The years 1973 onwards will continue in the next Journal, so for now I hope you have found this potted history interesting, if you have any questions on the Jouef range please do contact me via the Editor. ■

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

**H**ello everybody! Hope you all had a good Christmas and New Year? Of course the eBay markets carry on no matter what the occasion is. On first looking through the eBay listings this month, I came across a true friend of the collector, the good old Scalextric Aston Martin which, unless it is a very basic car, is always guaranteed to bring home the bacon, depending on what style it is modelled in (Item 120837136373) being the E5 Marshals version, at the time of observing, with nine bids already made and 6hrs 59mins left had reached £137.00. It finally sold for £255.00, with a final flurry of interest.

Continuing with Aston Martin theme, I came across a familiar Aston Martin, Scalextric E3, boxed with instructions, in excellent condition (220928536562), ten bids took it to £117.00. What a regular earner. A further Aston (250970631642) this time Scalextric James Bond Aston Martin DB4 GT, rare, did very well indeed. Fifteen bids took it to £204.00, but the winning bid was £336.00. Scalextric James Bond 007 set, with cars, excellent condition, (220933691148) had fifteen bids taking it to £1,020.00, with just over a day to go. It should have flown high with over 200 watchers on this set, but perhaps the minor faults held it back as it sold for £1,220 in the end.

A further item really got me excited; it was a 1/32<sup>nd</sup> scale 6-lane Ogalvie built slot racing track (ex Pinewood Raceway track). This item was a beautifully made piece of equipment. The BIN price was £1,000.00, but with seven bids submitted, it was finally sold for £849.00. (120837416681) What a bargain! I would have bought it myself, with only recent building work at Clubbe Towers preventing me.

Another encouraging item observed is the fact that a Scalextric Jaguar XJ220, priced at

£43.00, finally, on 11<sup>th</sup> January, was sold for £77.00 but it was after all the “Cummins” version (250967636911), a good earner for people who have these items on their hands.

Now for two items that had me foxed, to say the least, as I had never seen or heard of them before. They were two Scalextric vintage fuel load gauges, boxed with instructions ref. A/245. Even with a very clear image of the two items, I was still at a loss as to what they were. Obviously, we have some very well informed people around us, as bidding started at around £7.50 and finished on 11<sup>th</sup> January, with nineteen bidders involved and selling for £143.00 (280801326981).

It is nice to see Pioneer slot cars doing so well lately With the golden Steve McQueen Bullitt Mustang (250966782685), with six bids on the book, and 37mins to go, standing at £87.00 and going on to finally finish at £112.00. The second one, a silver Bullitt Mustang, 390 special edition only (260930447110), from the Netherlands, at the time of writing had no bidders and the starting price was £99.99, with 2days 4hrs 37mins left. Next, another one, J-code special, notch-back Mustang, black coupe, very rare, one of seven, starting price £225.00, winning bid £235.25. Surprisingly though a one off (but used) J030709 Pioneer J-Code Special BULLITT Mustang Test Car in silver #12 made only £177.50 on Sunday night (250972498658).

Following on from the McQueen theme, C3186 Disney Pixar Cars2 Lightning, items 330657512373 and 250953769012 are both carrying on as good earners, anything with a popular Disney film connection should do well. Both items sold on a BIN basis with the first going at £59.99 and the second at £69.99.

The next item spotted (130626539898), ➡➔





Scalextric C36 Honda F1 blue-produced in Spain, but sold from France and when I first observed it, stood at £83.00, with seven bids and eventually sold, after sixteen bids for £120.00. Thinking back to the '60s, these items took an awful lot more physical torment than the standard Scalextric car. To find one in this condition was reflected in the price.

Now for the Minis! First off, the pink Twiggy Scalextric Limited Edition (120838847184), was sold after fourteen bids for £61.00. a good old (or should that be new?) Mini holding its own! Three Italian Job Scalextric Mini Coopers, (250969129384), at time of writing had six bids on the book, £16.00, with 1day 19hrs 25mins left. (250969129386), four bids, at £11.40, time left 1day 19hrs 25mins. 250969129387, six bids, £12.50, 1day 19hrs 25mins left. These three are, in my view, future classics and can only increase in value. And, last of all, I came across this item (180792396866), The Italian Job Scalextric limited edition three Minis plus presentation box, sold for £70.69 after eight bids. This reflects the actual current value of the cars themselves.

Now for something different, Fly Ferrari F02104 250LM 12hr. Sebring 1965 David Piper, Tony Maggs (200697817902), BIN £35.99, no takers. The only reason I mention this one is that, in my opinion, this is a beautifully created, true '60s classic car, as cheap as chips. It has been hanging around for a long time and someone should buy it.

Whilst looking at the last item I came across a vintage Scalextric 1960s slot car set, which, at the time of viewing, had been bid up to £107.00. It was, by 13<sup>th</sup> January, sold for £135.00. These items are popular and still make very good money.

I am very angry about the next item, as I didn't spot it until it was too late. A Scalextric Goodwood chicane, complete with hay bales etc. and all the accessories (220928515920). It is very difficult, if not virtually impossible to find one of these in this condition, and with all the right pieces. 11 bids took it to £23.00 and I missed it!

Last month I was extolling the virtues of the

Scalextric Alan Mann Racing MK1 Escort and Lotus Cortina in a boxed set, saying that the presence of the Escort helped raise the value of the Cortina. Well, this week I have come across an Alan Mann Escort (190616112511), offered for sale on a BIN basis at £75.00. It did not sell!

Next to this item, I observed a Fiat T600, boxed, in excellent condition (220928523419), seventeen bids took it to £194.00 and sold. I wish I knew why these little, dainty cars, in 1/32<sup>nd</sup> scale, sell for this kind of money.

Following on from last month a further Takata Dome, by QuattroX, Scalex-Honda NSX (120833526449) saw thirteen bids take it to £265.00 Sold! I spotted a sister car to this one, that was holding price just before the auction closed at £29.99. As there is a vast difference in premium, I have decided that this must be based upon the value of the bit of totty in micro shorts turning up on the day.

Moving on and returning perhaps to the earlier James Bond theme, I came across a Scalextric original James Bond figure for the Aston Martin DB5. In need of some TLC but

an essential piece for a set that has this item missing. Eventually selling for £43.00, this could be thought of as a premium amount of money for such a small (but important ) item, still a nice little earner for its owner all the same. Another figurine up for auction was an original driver for tinsplate Scalex cars (150735264941) and it still has some original paint on. After eleven bids, it sold for £67.00, another strong result for the owner. Then, what do we observe? Yes, another figurine, advertised in the auction write up as for the original tinsplate cars (390380146747). This item looks very much as if it has actually been manufactured from resin. It is very similar to items advertised by eBay and manufactured by a chap using one of the latest 3D home CAD manufacturing suites. Slotforum published a small article on him a while back and some of his work is out of this world especially his version of Tazio Nuvolari. This particular item sold for £21.00.

C53 Scalextric Tinsplate Austin Healey 100/6 with gimbal. This was the very first Scalextric sports car and rarer than a Bugatti (170757359540) SOLD after twenty seven bids at £870.00. Any serious collector could not argue with the premium on this item. It is such a beautiful model for a tinsplate item and I do not think there are many around like this one, and also with a tidy box.

Continuing with the rarer items, C71 Scalextric Auto Union yellow exc/b MEGA RARE (260932471979) sold after thirteen bids for £733.00. Another serious collectors' item with a good premium, but this is not all, Scalextric Bugatti reissue original mint unused condition (220928570774) sold after twenty bids for £337.00. Wonderful item to see in auction along side the Auto Union. Following on we have C36 Spanish Scalextric Honda RA 273 White Type 1 (270885127886), sold after twenty four bids for £436.66. A very clean model with reasonable box and a very nice premium.

And now for something completely different; a very small piece of Scalextric Haute Couture. Two Scalextric T-shirts have found their way on to eBay. The first Item (260924218316), DrunknMunky T- Shirt White

Scalextric Graphic (XL) Rare. Sold after nineteen bids at £21.00, DrunknMunky T-Shirt, well what can you say, not a bad price though. Then Mens XL T-Shirt, 50 Years of Scalextric (270888650963) sold after nine bids at £4.70 in the T-Shirt category on a Saturday afternoon.

Getting back to the cars themselves, we now have two motorcycle combination units for sale. Firstly, Scalextric C 282-2 Motor Cycle and Sidecar RARE YELLOW (280799493313) sold after fourteen bids at £77.55. Rare colour not issued. Could be prototype or hand painted? Then Scalextric C 281-2 Motor Cycle and Sidecar RARE BLUE (280799492810), which sold after sixteen bids at £77.52. Rare colour not issued. Again this could be a prototype or hand painted?

Following on, a rare car close to the NSCC, being advertised as a Rare Scalextric NSCC Weekend Car 2006 Ford GT 1 of 50 (270885172500). This sold after eighteen bids at £286.77. A very nice item with its special meaning and a good premium also.

Moving to buildings we find a further rare item (320829783519), Scalextric A/238 Type Timekeepers hut. Again sold after fourteen bids at £105.00. A classic auction item from Scalextric and being an older one in good condition, a nice premium to boot.

Finally, now for a new item to grace these pages, the latest McLaren MP4-12C Scalextric Range Presentation Car. At the time of going into print only four of these models have been sold during January as follows: - Item:150736869308. Sold at £170.00 on the 14th, Item:150734933767 Sold after twelve bids at £131.01 on the 16th, Item:310372689824, sold at £175.00 on the 26th and finally Item:180799706517 sold at £183.00 on the 25th.

I should like say that after the fiasco last year with the Audi and the SuperSlot car being the same and the times we are living in, these first Range Presentation cars seem to be going for a lot less than they normally would when they are first released based on previous years experience.

Well, as they say, that's another one done, stay safe, and see you in March. ■

