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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## 2012 And A Request

That's it then, another year gone and by now everyone is back to work with the grey months of January, February and even March ahead and all looking forward again to spring and then another summer.

I myself had the week off over the festive period to "do a few things" at home, which was partly a penance for our bank account taking such a beating the week before Christmas, largely as a result of pre orders for Scalextric cars (thanks Hornby for the last minute release of so many of your cars in December) but unfortunately I failed to complete all the tasks I was assigned by "her" indoors, still there is Easter to come when a scheduled four days off is planned and perhaps the jobs can be caught up on then?

Moving on then, even though it is winter, there are at least some swapmeets to look forward to, Swindow will have been and gone by the time you read this but Milton Keynes isn't far away and then you have the next meet at Orpington. I do hope that members support these swapmeets, particularly the Milton Keynes one, which as a Club we are running in your interest as members so support it if you can and also remember there will be an exclusive and limited Club car to purchase on the day to attendees.

I have now a request from Roger Gillham to all Club members, and he has asked for your help. As some may be aware he regularly updates his Scalextric records to keep track with the latest releases and obtaining photographs and pictures of items many of which he will use in his 7th edition book which he is currently producing.

He has advised that whilst he has images for nearly every set made he is missing one, which is proving elusive. This set is the set F1039 Catalunya Rally, one of four Senna sets produced initially in Brazil. If any member has this set, Roger would like them to contact him via my email address to arrange for a photograph to be taken so it can be included in his next book or DVD so please get in touch if you can help.

Until next month.

Jeremy



# MESSAGES FROM MARGATE

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

By Pete Simpson

I hope everyone had a good Christmas holiday with plenty of spare time to enjoy our hobby, either by crawling around on the carpet replacing errant cars or simply studying the latest releases. If the November and December Messages were considered to be one report split into two, then the new year starts with two reports merged into one.

At the NSCC Hornby Ramsgate weekend, Adrian Norman kindly brought along several of the latest test samples to show to the Club members. Most of these had arrived since my visit in October so I'd not seen them before. I borrowed the box of priceless prototypes from Adrian, and Karen and I headed outside onto the decking to grab some images. The lighting in the Hornby display area is very good for viewing the product range but, when taking photographs, it is almost impossible to avoid reflections: this was a welcome opportunity be able to use natural daylight. However, I seldom have problems with factory drafts threatening to blow the models away!

It is probably fair to say that none of the cars we saw would be in the shops before Christmas, but a couple may have squeezed in by the time this appears in mid January. So, although I'm



writing this in mid December, the cars listed here will now all be 2012 releases, carried over from those planned for 2011.

The first example to be exposed to the Kentish weather was the second of this year's Holden Torana L34 models, C3214. This will be revised from the 1974 Marlboro livery shown in the catalogue to that entered by Team Brock, with support from Bill Patterson, for the Hardie-Ferodo Bathurst 1000 race of 1976. It was driven to third place by Peter Brock and his brother Phil. Now, we all know that the interweb isn't the last word in provenance, so care needs to be taken when checking the livery. In this→



instance Scalextric have got it correct: “Bridgestone” and “Patterson” logos should always appear with “Patterson” on the right when the car is viewed side on, making the two sides different from each other. It seems that several other model makers have got it wrong and based their decoration on the off-side and emulated it on the near-side. To add to the confusion, images can be found with “P & P Brock” on the sun visor and “Castrol”, instead of “GTX” on the front bumper: careful studying shows that the car is not carrying the “Hardie 1000” sticker so these photos were not taken during the race, maybe during practice. When I visited the factory a few weeks later, the colours had been revised with both the red and blue being much darker making them closer to shades observed online. The overall effect is certainly pleasing and the colour scheme is a nice contrast to the 1975 Bathurst winner, C3101, already available.



Black and Bugatti Dark Blue – they obviously don’t rely on exciting names to sell Supercars. The 8 litre, W16.4 engine looks convincing: its 16 cylinders and four superchargers nestling nicely in the rear.

Unfortunately the Scalextric version isn’t blessed with the four wheel drive of the real car but, with its low stance and wide track, it should still be quite stable through the corners. This model is definitely worth the wait as it looks to be a superb model.



The next model was one of the new mouldings from 2011: the Bugatti Veyron, C3199. The body colours depicted, according to the Bugatti.com configurator, the high tech alternative to a Dulux paint chart, appear to be



One car that had already been delayed until 2012 was the reliveried Mercedes SLR McLaren 722 GT, C3191. This model represents the car raced in the SCCA Pro Racing SPEED World Series, driven by Spencer Pumpelly. Interestingly, in order to comply with the regulations for this series, the supercharger was removed and the engine developed by Ray Mallock Limited in the UK. The model is DPR so will be a good competitor to the recently released Corvette C6R GT2.

The Australian V8 Supercars that were due for release in 2011 have now been clarified,







although delivery has shifted into 2012. From the four originally anticipated, two are now confirmed: one each from the main automotive camps. The Holden, C3225, will be the Toll Team Holden Commodore, # 1, car of James Courtney and the Ford Falcon will be the Trading Post sponsored car of Will Davison, race number 6, C3227. The factory sign off Ford was one of Adrian's samples. This new generation V8 model demonstrates the continuing strive towards reality in slot cars. The body ride height and wheel clearances have been reduced to a minimum, typical of these big circuit racers, certainly an improvement over the previous versions. Hopefully, 2012 will see a similar upgrade of the existing Holden model, along with it becoming DPR.



The last car out of the box was the Team Ecurie Ecosse Jaguar D Type, C3205: the first solo release of this model. As it represents the car driven by Ron Flockhart and Ivor Bueb that won in 1957, it is adorned with the later full

width 'screen. Doubtless the colour will be the subject of inaccurate memories, fading paint and various resprays over the last 60 years, despite assurance from Scalextric that it is the correct Ault and Wiborg Flag Blue Metallic. However, if looks were all it took to succeed at Le Mans, this one must have been guaranteed a win on the paint scheme alone.



### Margate Visit

It was with some trepidation that I waited in reception for Adrian: would I be entertained in one of the small meeting rooms out of sight of any part of the factory or, like last year, be discretely ushered into the display room and⇒⇒

be faced with the guarded commercial secrets of Hornby? Well, thanks to Adrian's support of the NSCC, I was able to enter the hallowed presentation room and witness the beginnings of the 2012 range. By the time this appears in print the catalogue may have been available for a couple of weeks so, ironically, the following may be of more interest to the Ninco, Fly, Carrera and SXC aficionados who haven't purchased the Scalextric catalogue.

The 2012 range includes the normal mix of new mouldings and reliveries, possibly biased towards the latter, certainly for the 1/32<sup>nd</sup> range of cars. I'll include more details of the reliveries of existing models next month once I have all the details. For now, here's a few updates and highlights of what 2012 hold in store.



First cars to be photographed were a couple of 2011 cars that had just been signed off. The sister car to the HD Veyron illustrated earlier, the pale blue and white SR version, C3173, can't be far behind. Like other recent releases, if this colour is preferred as a detailed version, the screens and interiors can be exchanged between the two models. Also sitting on the shelf was the first of the chrome plated edition sets, C3169A, which have been delayed by the difficulty experienced in producing a reliable, good quality plated finish. The sample shown



here looked very nice although the target market isn't obvious: presumably serious collectors only as the run is limited to 6,000.

Two liveries are planned for the delayed Fiesta WRC, neither of which will be that illustrated last year, or even carry the proposed "C" numbers – at the time of writing I don't know what they will be, but they'll fit in with the 2012 series of numbers.

As a reward for waiting, rally car fans will be indulged with a couple of new cars. The first will be the Metro 6R4. Although these have recently been manufactured by others, it is probably reasonable to assume that the Scalextric version will be dimensionally accurate even though performance may subsequently suffer. I'm not sure of the exact livery yet, but watch out for a set portraying the Rally cross battles between this and the Ford RS200.



Also expected is the new BMW WRC contender, the Mini Countryman. Opinions on the style of this latest BMW Mini vary, but personally I think it looks better than the normal





BMW offering. It just seems strange that BMW got confused about the Austin type-designations with the latest two derivatives: the Clubman was the unloved one whereas the Countryman was the one with leaky rear doors and smelly carpet: why do they feel the need to try and tempt buyers by invoking these old memories? Again expect to see this both as a solo release and in a set with the aforementioned Fiesta. I'm not sure about HD and SR versions yet.

Whilst on the subject of sets, the revised pit strategy set, "Pit Stop Challenge", C1223, will include three McLaren MP4-12C models. It may not be clear from the image here, but the side panels appear to be adorned with a wicker effect. I'm assured that this is not the case: it is the scheme chosen for the GT2 race cars. The set cars are all the same, so there should be no claims of unfair advantages.



The press revealed, earlier in 2011, that Hornby had acquired a licence for Star Wars merchandise. I'd anticipated this to be a Micro product, but Scalextric will be introducing a Start range as well. The HO will be a pursuit set featuring X-Wing and Tie-Fighter models. Each "vehicle" is wide enough to cross the track centre line so, with each base shaped to force an opponent off the track, game-play should be fun. Of all the Scalextric range, this is doubtless the closest to toy status but should still help to develop skills required to move on to Start and eventually the standard range. Or so the marketing department are hoping! For any older Star Wars enthusiasts, there will be a Start option in the form of Imperial 74-Z



Speeders from the Return of the Jedi episode. Those I saw were early mock-ups, still awaiting riders, so not really indicative of the final versions. However, with a lot less mass than a car, they should be fairly rapid.

There will also be two other media-inspired subjects: "Olly the Little White Van" and "Bumblebee" the Camaro from Transformers. There was nothing available for Olly when I visited so no news just yet, but the box for the Camaro has been produced, together with a Limited Edition card. Hopefully this should be available fairly early as it will be based on the existing Camaro moulding, as C3219, and won't be the correct, later 1977 model. Again, one for the collectors: don't expect it to morph into an Autobot or a 2006 Camaro Concept.

Oops, I nearly forgot: one of the new mouldings is a late model Camaro, so who





that the cars will be sold as solo items so I may have to buy an example of the set, look out for a review later in the year.



knows, next year may bring the regenerated Bumblebee as featured in the 2011 film “Dark of the Moon”?

For anyone requiring F1-style cars for cheap racing, a Start Grand Prix 2-car pack has been introduced. The tyres on these are definitely grippier than most Scalextric cars so they can be expected to perform confidently without magnets. The Rally, GT and Sport twin packs will continue to be available, with more of the scheme applied at the factory rather than being provided as stickers.

For HO fans, the latest innovation is for a battery powered “My First Scalextric” set with two cars based on the generic shape of the Start rally cars. The resulting shapes, with the usual HO dimensional compromises, look very close to an Astra. A metallic blue one could be in Karen’s stocking this time next year. It is unlikely

I can now reveal that the dioramas that I used for backdrops in November and December reports last year were the work of Slot Track Scenics, further populated by models from Tarn Model Foundry. These have been commissioned by Scalextric to display their wares: the workmanship of these should be an inspiration to all modellers. If you take the time to talk to either company, at most swapmeets throughout the year, they will be only too pleased to suggest how to create suitable scenic additions to circuits or purely for photographic backdrops. The costs







need not be too high as items can be added as funds and imagination permit: a little bit of ingenuity goes a long way.

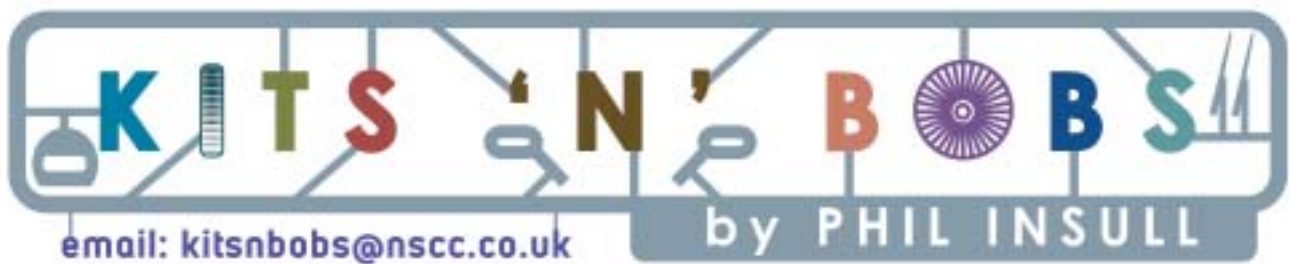
For those of you that place online orders upon receipt of the annual catalogues in January, December was probably a significant drain on resources as not only Scalextric had a final fling to deliver products onto the market: MRRC, Carrera and Ninco, were amongst those whose products I also had to secrete in the loft. And then Karen asked me if there was anything special I wanted for Christmas! Perhaps this year I'll give her the catalogue in January and she can place orders for any that she guesses will be delivered during December. If they arrive earlier, I'll pay, but arrivals after, say 1<sup>st</sup> November, she gets to hide and wrap. Now there's a good game!

After a few months of uncertainty of the provenance of Scalextric branded gifts found on eBay, Scalextric have now, at least partially, shed some light on the situation. At the Ramsgate weekend, Adrian explained how licences were approved and that he did not have access to a comprehensive list of officially approved products: judgement would be required for items depending on the credibility of the vendor. Now, with the recent update of the Scalextric website, the situation has become clearer for

some items: personalised gifts, featuring vintage Scalextric images, are now available from official Scalextric licensee Yoodoo.com, [www.vintage-slotcars.com](http://www.vintage-slotcars.com). Their range includes classic archive Scalextric images as well as a selection of modern images. There is a range of original canvas prints in a number of sizes, mug packs and phone cases. Options on the website also allow personalisation of each product for that special touch.

That's about it for now: next month I'll include a few more photographs of what can be expected this year. ■





**B**usy, busy over the Christmas period with lots of new releases to cover. Let me start with the new McLaren M8A kit that George Turner (GT Models) has released, last month I showed you George's display car now here is my production kit built up into Denny (The Bear) Hulme's #5 machine depicting his winning car at the final round of the 1968 Can-Am Challenge series at the Stardust Raceway, where the New Zealander sewed up the championship from team boss and friend Bruce McLaren. I have also now done all three versions of Georges' amazing TWR Jaguar XJS and I have done a separate mini review of these.



**G T Models McLaren M8A Denny Hulme  
Stardust raceway winner**

I also have completed my Tom Trana Volvo PV544 albeit the kit from OCAR only has the metal grille and lights not the bumpers. The Volvo was raced quite a bit during the '60s sans bumpers but almost never rallied that way, however I did find a picture in Finland in 1964 where it would seem Tom had lost his front bumper so that's what mine is based on. I did however find on eBay, that Andrew who did the master for OCAR was selling a one off version

done by him as the 1965 East African Safari Rally for Joginder and Jaswant Singh. I had to buy it and as you can see it looks superb with bumpers, hand holds, accurate decaling and superb muddy finish. Talking of OCAR we do still have some limited spaces left for the OCAR sponsored pre 1980 European Japanese Saloon car classic on Sunday October 7<sup>th</sup> 2012, and for the MRE Sponsored pre 1960 Le Mans classic meeting at Wolves on Sunday April 29<sup>th</sup>. Email me if you would like more information on entering.



**Andrew's East African Safari Winning PV544  
and my production version**

I have in addition built my new RMS (Reinecke Motor Sport) Lotus 30 kit, which utilises a cut down PRS Chassis and PP wheels and inserts to recreate Jim Clark's #1 winning car from the Lavant Cup at Goodwood in 1964. A really nice crisply moulded kit from RMS with what I believe is new lighter resin the car certainly ran and handled very well on the Wolves International Track with a Slot.It V12 to provide the punch.

Coming soon from Chris at PSK are three new releases these being the Gold Leaf sponsored 1969 Lotus 62 #104 driven by John



RMS Lotus 30 Jim Clark Lavant Cup 1964.



MTR32 Nissan Lola T810 1985

Miles to win the Guards Trophy at Brands Hatch, three versions of the Aston Martin DB2/4 and two versions of the Alfa Romeo 33 Stradale.

Milan from MTR32 has been busy again this month with a new Zakspeed Ford Mustang GTP finished as the Seven Eleven sponsored #7 car of Ludwig/ Wollek from the 1984 IMSA series and the #30 Canon sponsored Nissan Lola T810 car of Yavagida/ Suzuki from the 1985 World Sports Car Championships.

On to RTR cars and Le Mans Miniatures have just released their version of the Audi R18 LMP test car as have NSR both depicting the

#1 machine in severe black and white test livery as it appeared at the Sebring tests in 2011. NSR have also now released the gold #5 GT40 MK II of McCluskey/ Gardner from Le Mans 67, the Daytona 1971 Porsche 917K twin set depicting the winning #2 Rodriguez/ Oliver and the retired #1 Siffert/ Bell machines. Also now out from NSR are the Ford P68 Limited Edition in red and yellow Shell #8 livery and the #97 Jagermeister sponsored Kelly/ Moss Porsche 997 GT3 cup car from 2010.

Scaleauto have released two more of their 1/32<sup>nd</sup> scale Mercedes SLS GT3 as the #738→→



PSK Lotus 62 John Miles Guards Trophy 1969





**MTR32 Zakspeed Ford Mustang 1984**



**MRRC Kellison #12**

and #739 entries at Nurburgring in 2010 while Monogram have released a Limited Edition of the #99 Paul Goldsmith Plymouth GTX from the Daytona 500 in 1967.

MRRC have issued three new releases with a red #27 Cheetah and two Kellison's a silver #90 and an orange #12 car depicting these popular US club racers from the 1960s. Slot.It has released the #2 1966 Le Mans winning GT40 MKII and the #33 Nissan R390 GT1 as

mentioned in last month's Forza Slot.It and a full review of both these will feature in next month's Journal.

Avant slot have been very busy with a new Lotus Elite GT1 in road going black livery, Renault A310 Yacco 1976 rally car, the #35 Aljani/ Lahaye and #24 Hein/ Nicolet Oak Racing Pescarolo Mazda's that finished 11<sup>th</sup> and 12<sup>th</sup> at the 2009 Cataluña 1,000 Kms at



**Monogram Paul Goldsmith #99 Plymouth GTX Daytona 1967**



**NSR Audi R18 LMP test car and Porsche 997 GT3 Jagermeister**



**Top Slot Mercedes Benz 540K Autobahn Courier**

Barcelona, #17 Peugeot Pescarolo of Pagenoud / Boullion/ Treluyer that retired at Le Mans in 2009, #5 Kremer Porsche of Salanda/ Rosenblad/ Lassig that retired in 1997 and the #31 Essex racing Porsche RS Spyder of Elgaard/ Poulsen/ Collard that finished 10<sup>th</sup> at Le Sarthe in 2009.

Lastly Top Slot have released the Pegaso Z102 cabriolet Saoutchick series 1a, the Pegaso Z102 Spyder #28 entered for Jover/ Metternich at Le Mans in 1953 but did not start, the Mercedes 300 SL Liege-Roma winner from 1956 and the Mercedes 540K Autobahn Courier. ■



**Avant Slot Lotus Elite GT1 Road version**





Email: [carreracorner@nscc.co.uk](mailto:carreracorner@nscc.co.uk)



**H**appy New Year, I hope you have managed to keep your new year resolutions, until now at least.

Here, courtesy of Pete Binger from the Hobby Company, are the new releases from Carrera for January. All are 1/32 scale models and are detailed here with their reference numbers.

Jérôme Policand and finished second in the class. The number 50 Larbre Competition Saleen S7R was first in the LMGT1 class and was one of the few vehicles that stayed in the race it was followed by number 72 the Luc Alphand Aventures Corvette C6R in second place. The third and final position went to number 52 Young Driver AMR Aston Martin DBR9R. All other cars in this class did not finish.



CA27373 is the Chevrolet Corvette C6R entered by the Luc Alphand Aventures Team at Le Mans in 2010. Car number 72 was driven by Luc Alphand, Guillaume Moureau and



CA27352 is the Lola T222 race number 51 as entered at Laguna Seca 1971 and driven by Dave Causey who qualified 18th, but his race came to a fiery end on the 27<sup>th</sup> lap, fortunately Causey was uninjured. This was one of many cars that did not finish the race. The winning car was a McLaren M8F driven by Peter Revson followed in second place by a Lola T260, driven by Jackie Stewart.



Next we have a couple of American muscle cars. CA27378 is Dick Bown's yellow Ober Logging Plymouth Superbird, number 2, as



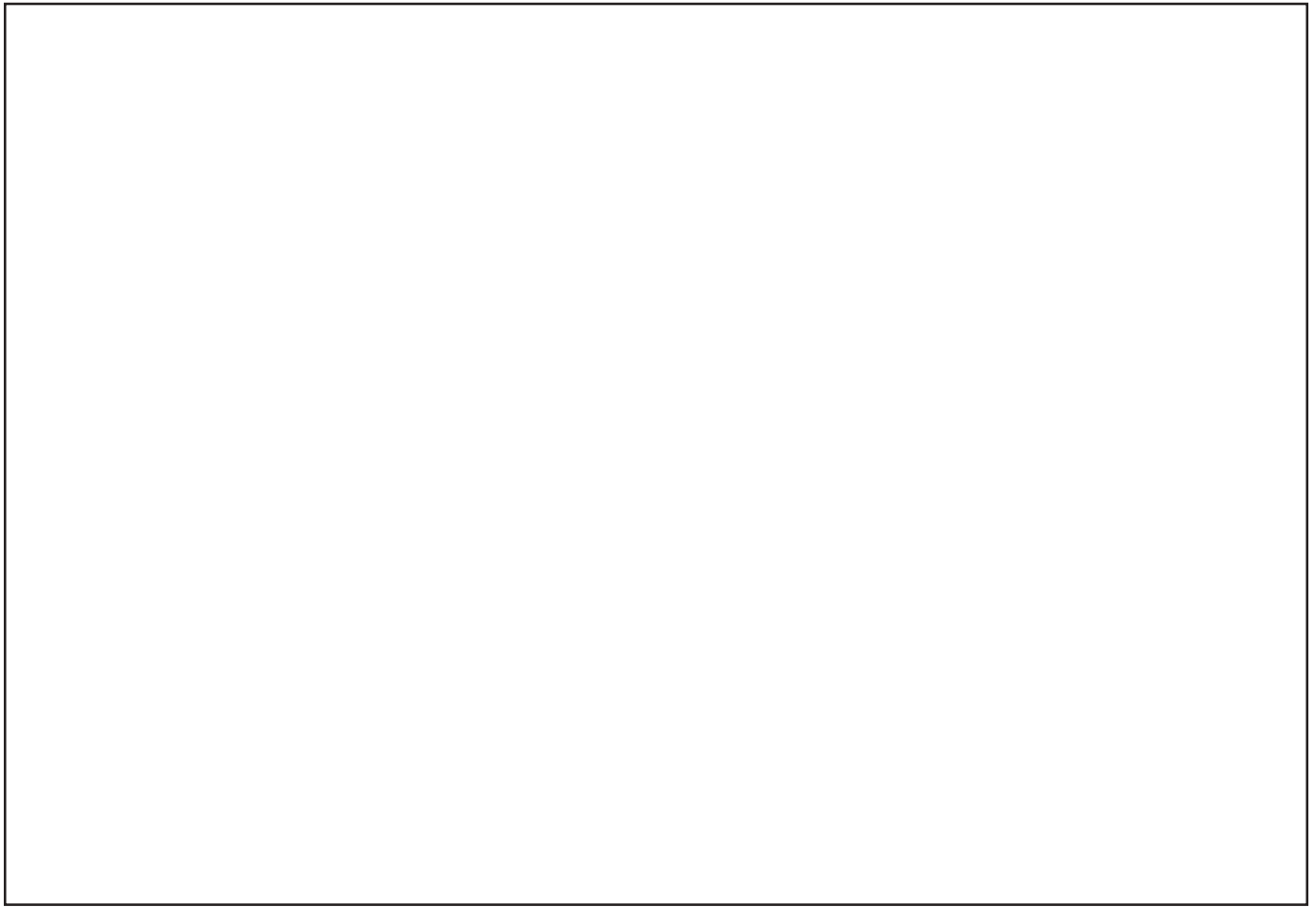
raced at the Riverside Raceway California in 1970. Riverside Raceway was carved out of an old turkey ranch in the California desert and hosted its first event in 1957; sadly it is no longer in existence.

CA27377 is the blue Dodge Charger Daytona as raced at Daytona in 1969 number



55. The name is taken from Daytona Beach, Florida, which was an early centre for auto racing and still hosts the Daytona 500, one of NASCAR's premier events.

Dodge sold the Daytona for just one year. Federal regulations requiring all cars sold after January 1, 1970, to have crash tested front bumpers sealed the fate of the Daytona and its Plymouth sister, the Superbird, but the two continued to race in 1970 and now are generally regarded as the wildest production cars to come out of Detroit during the muscle car era. More Carrera news in February, so until then it's good bye from me. ■







**T**raditionally, this is a quite time in Ninco's calendar as they prepare for the main annual Toy Fair in Nuremberg next month. So, what can we expect for 2012? All will be revealed at the fair during 1<sup>st</sup> to 6<sup>th</sup> February. Until then, we can reflect on the new and innovative products Ninco released over the past twelve months.



### Quite a "Classic" year

The hot topic right now is the 'surprise' release of the Ninco Jaguar E-Type. Still very new, there is no race feedback on this car but visual examination has everyone in agreement; it is truly a beautiful car! I'd be interested to hear from classic racers who have given this car some track time as the prop shaft configuration is new to Ninco. In addition, a good field of classics was made available during last year with new versions of the Corvette, Cobra, XK120, Austin Healy and Porsche 356.

### One Make Action

Renault Megane, in both Ninco-1 and Ninco-S formats remained popular during 2011 with a



superb array of liveries to choose from. My personal favourites in this series are the lairy bright green "Unzurrunzaga" (50556) and the understated dark "N4" (50580), both evenly matched in their Lightning trim. It is easy to make up a full N-Digital, eight-car grid of these models with everyone being a different livery produced by Ninco; a great way to reproduce the action seen during the full scale Megane Trophy Eurocup championship races.



### GT Beauties

Ninco also treated us to more sleek looking⇒⇒



GT race cars. A recent re-release of the McLaren F1 GTR in the shocking pink “Italjet” (50595) livery is countered by their latest model – the Mercedes SLS GT3 (55050). Both cars sandwich the still fresh Audi R8 GT3 model which saw additional liveries including the awesome “ABT” (50558) and “S-Line” (50546) Lightning versions. The SLS launched another new innovation for Ninco; the Ninco-1 Plus range which enables upgrades to a very basic chassis design. The chassis includes an interchangeable motor pod allowing more powerful motors to replace the entry level NC-11 as well as accommodating other ProRace components like axles, wheels and bearings.

### Where's Rally?

Normally, the WRC Championship features highly in Ninco's schedule but 2011 only saw reliveries of the Focus and C4 from this series. Although there was a good choice of Classic rally cars in both Ninco-S and XLOT, there were a couple of cars planned for release which as yet haven't appeared. Will 2012 bring the Fiesta S, Sierra Cosworth and Lancia 037? And



what about the long awaited XLOT Lancia Stratos? Perhaps more will be revealed at this year's Toy Fair?

### Tracking success

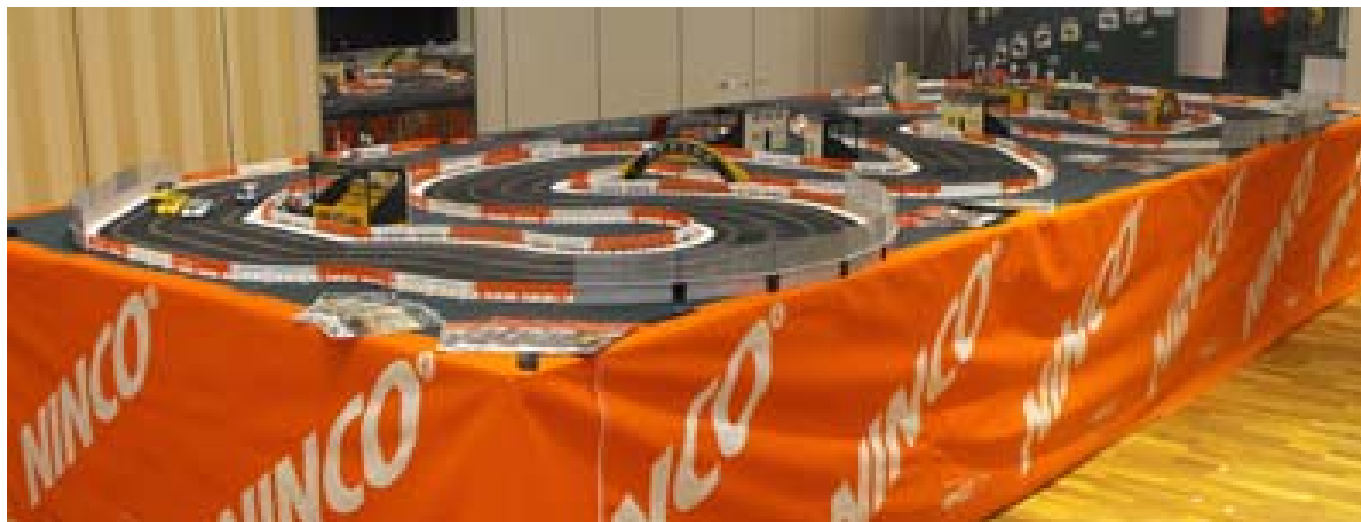


Finally, last year saw some great events where Ninco track demonstrated its unrivalled reliability; from the annual Ninco World Cup event, where a unique inter locking 6-lane layout was specially designed and assembled right down to the relatively small 4-lane circuit assembled for a local school's Christmas Fair – the track performed faultlessly.

One of my favourite events this year was the Piazza Italia at Horsham over the Easter







weekend where the NSCC erected a 4-lane Ninco layout for racing a variety of Italian supercars to compliment the spectacular array of real models gracing the centre of Horsham.

Ninco plan to have more exposure at this year's UK Slot Car Festival which will be hosted at the Heritage Motor Centre at Gaydon, Warwickshire on Sunday 20<sup>th</sup> May 2012. If you know of a club that runs on Ninco track or holds

races using Ninco cars, please let me know it would be great to feature such clubs and events in future editions of Ninco News.

### **Looking ahead...**

I have a couple of ideas for this year that are being explored as we go to press, watch this space for more details but please feel free to send in your own ideas or suggestions. ■

# Three Cool Cats a GT Model Cars Review

By Phil Insull

Last month I bought you a picture of the new George Turner Jaguar XJS HE as raced by TWR in the early-mid 1980s. I liked the kit so much I have done all three versions George has to offer and in the words of the old Coasters record I think they are “Three Cool Cats”. The #10 car is the Jaguar Racing Australia (JRA) entered car of John Goss and Armin Hahne which won the 163 lap James Hardie 1,000 Kms at the famous Bathurst circuit in 1985. The #12 car depicts the Spa 24 hour’s race winner of Tom Walkinshaw, Hans Heyer and Win Percy that covered 453 laps in 1984 and the #2 Win Percy and Chuck Nicholson car that covered 160 laps to win the Donnington 500 Kms in 1984.



Three Cool Cats

George has produced yet another superbly detailed kit including body shell, chassis, interior, dash, roll cage, driver figure, bumpers, glazing parts and now the correct wheel inserts and roof aerial are also available. The kit also comes with a superb transfer set to allow you to build three very famous versions of the TWR XJS.

To build the kits I used Slot.It and Scaleauto Mabuchi can types (but stock Scalextric motors can be used), axles, bearings, guide, gears, wheels and tyres were all Slot.It mainly as the wheel inserts are designed to fit inside Slot.It alloy rims.



Jags power through the Wolves “Esses”

Surface preparation requires a small amount of flash trimming with a sharp knife or scalpel a light rub down of the main parts with 1200 wet ‘n’ dry and a wash and rinse in a mild washing up liquid solution before allowing the parts to air dry overnight.

For painting I used Halfords grey primer followed by Halfords Rover British racing green metallic on the #10 version I built first and then I used Halfords Jaguar Racing Green spray for the top coats on the other two. The bumpers, grille and main interior section are black acrylic spray with the dash, cage and driver details



The view the BMWs used to get of the TWR Jags





Tom takes the lead in the Spa XJS



The crowd cheers at the roar of the big cats

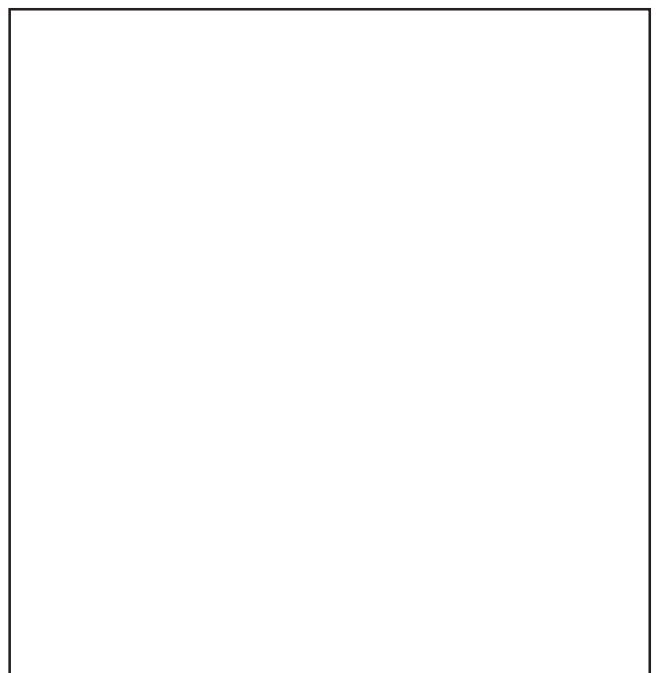
painted in various acrylic colours to suit. I did substitute a full face helmet for the open faced one supplied with the kit to do Toms helmet colours on the #12 Spa Winner. Lights and upper bumper surfaces are hand painted using games workshop acrylics and after application of the decals I sealed the whole thing with a couple of coats of Klear. These superbly detailed creations certainly look very accurate to the real thing and as ever the quality of GT Models kits is excellent with the kits going together with no fuss at all, so easy anyone with a modicum of modelling skill could build one to a decent standard. They really are sturdy enough to race with sharp light resin providing detail with no need to Dremel down to save weight, and GT Models kits still offer great value for money.

On to the track and at Wolves on the newly shaped International I had the best of the big cats (#2 Slot It V12) down to 9.9 seconds

eventually although strangely despite an identical running gear and set up the slowest (#12 Slot It V12) was a full second off the pace of the quickest, which just shows how you can get seemingly identical slot cars with identical motors and set ups but still get very different results (the Scaleauto motored #10 did a 10.2 best lap time). Handling wise once the tyres had been glued and trued and bedded in all three cars performed very consistently with reasonable tail out drift coming off the quicker corners and no real unexpected vices. In short they are great to look at and even better to drive, again I'm sure better exponents of the hobby than I can build these kits and drive them far quicker than I can but I just love mine because I think they really are some of the coolest looking big cats ever raced. ■



Up through the Tyrer curves







**H**appy New Year. I hope you came through the festive season relatively unscathed, so now I can bring you some news regarding the latest Fly releases as follows.

Now available is the first of Fly Slot's budget cars; a Gulf Porsche 917K using new chassis and less detail to bring the price down. It is pictured alongside the latest full priced model released around a month ago for comparison. Can you spot the difference?

The finish on the number 24 car is pretty good and although you miss out on a few details like a full interior headlamp lens and exhaust



pipes, I am sure anybody racing them will not be too bothered. Looking at the simple one piece in-line chassis, it looks like it could perform well. Pre orders for this car have been pretty good according to Gaugemaster.





Fly reference number FS706101 is the Gulf Porsche 917K race number 14 as driven by Brian Redman and Jo Siffert in the 1970 Spa 1,000kms, the retail price is £34.95. Fly reference number FS005104 is Porsche 917K race number 10 driven at Brands Hatch in 1970 by Vic Elford and Denny Hulme and priced at £54.95. You pay your money and take your choice.

Joining it soon, and again using a new chassis and reworked interior, will be a budget Ferrari 512S from Le Mans 1970, Fly reference number FS707101.

There are now two weathered versions of the Fiat Grande Punto: one as driven by Miguel



Fuster and J.V.Medina in the 2008 Villajoyosa Rally with Fly reference number M04101B. The other weathered version, reference number M04102B is from the Portugal Rally 2008 as driven by P. Fontes and A.Costa. We covered the Punto in May of last year and these weathered versions are based on those models. Price £34.95 each.



I have been a fan of truck racing since my marshalling days in the 1980s at Donington Park (where you can see truck racing this summer). I have some Scalextric and Fly trucks in my collection. So for me it is good news that the racing trucks are back. Available to pre order are two trucks, firstly a MAN TR-1400 Truck as raced at Le Mans in 2003 by Team Allgauer, driven by Austrian Egon Allgauer, race number 1 and finished in yellow. FlySlot reference number 203101. Also a MAN TR 1400 as raced at Nurburgring in 2006 race number 5 and finished in silver. FlySlot reference number 203102. Priced at £54.95, or less, each.



That's all for this month, so until next month I hope that your return to work is not too stressful. ■



# "My Mate Dave's 1937 Chevy Convertible"

By Phil Insull

I have a number of very good friends at Wolves and one of the foremost among them is a chap called Dave Lowe. Dave is a retired dentist and over the years has used his awesome engineering and craft working skills to scratch build and fly some stunning large model aircraft. His Bristol freighter is so good he was invited to Bristol's works and to Rolls Royce to fly it at their recent bi-centennial celebrations. In recent years Dave has become a Thursday night regular at Wolves and has turned his hand to building his own parts and chassis for some of his slot cars, while in the States on holiday Dave was browsing in a model shop and came across an old 1/32<sup>nd</sup> Lindberg kit of a 1937 Chevy Convertible and decided that he would like to turn it into a slot car.



Dave's '37 Chevy with Lindberg box art

In 1937 the Chevy was given a newer lighter chassis and transmission and an improved version of the "cast iron wonder" six cylinder engine pumping out 85 b.h.p. and matching the output of Ford's much vaunted V8. Body design was by stylist Jules Agramonte who had previously designed the striking looking 1934 La Sale and he came up with what GM's styling chief called the "Diamond Crown Speed line" a crisp design that was to stand Chevrolet in



The '37 Chevy's driver is on his way to a hot date

good stead over the next decade or more. In fact so robust were these handsome little convertibles that one was still to be found competing in the 2007 Peking to Paris motor challenge, not bad for a 70 year old car!

There were a myriad of colour schemes to choose from however Dave decided he wanted to try and match the colour found on the



The interior and dashboard are displayed







Top down Chevy top down view.

Lindberg kit box lid as closely as he could and used Holts Dupli-Colour Ford Apollo green metallic spray followed by Hycote clear lacquer to achieve an exceptionally close match. The interior and detail work was picked out using Humbrol enamel paints to match the box lid colour scheme. The Chassis was a modified Penelope Pitlane Competition In-line, with small PP wheels and tyres utilising turned down wheel centres from the Lindberg Kit for the hub caps.



A touch of under steer through the "Esses"

number of laps with the Chevy and got the lap times down to consistent 11 second mark which is very impressive indeed particularly when you consider this was Dave's first ever attempt at such a build. I'm pretty sure it won't be his last as he's set to have a go in his first Wolves classics in 2012, that's someone else who'll be quicker than me then! ■



Scratch made driver with period "zoot" suit!

Having built his little green Chevy Dave still felt there was an important piece missing and this was a period driver figure. Dave took his scalpels to work and remodelled a 1/32<sup>nd</sup> figure to produce his driver complete with dinner jacket and tie on his way out to pick up his "best girl" for a date. With the driver in place the Chevy really looks the part but what would it go like. Well first it should be pointed out that the motor is not the hottest in the world, and the wheels are the tiny ones used for the pre-70 small saloon cars we run at Wolves so no one was expecting too much. However the Chevy is a little gem, Dave and his grandson turned a huge



## Ford Capri RS3100 Group 2 1975

By Peter Emery

**T**he model under scrutiny this month is the Carrera Ford Capri RS3100 Group 2 1975 (27369). I was particularly pleased to have this for review for a couple of reasons, it is one of my favourite racing saloons from my youth and I had missed out on the earlier release which had quickly become out of stock with the retailers.

### Finally, the car you always promised yourself

The Ford Capri was the first car in the UK to follow the marketing trend in the USA for a 'personal' car. Able to be specified for show, go or both the Capri was designed to pander to the taste of pretty much everyman. Don't forget that marketing people at this time did not believe that women consumers existed in the motoring world! And believe me when I say that a 1300 XL Capri MK1 was all mouth and trousers but with precious little in the trouser department... but, specified with a matt black bonnet, Rostyle wheels and 'sidewinder' racing stripes it looked pretty good. It was marketed in the UK under the slogan – 'Finally, the car you always promised yourself'. As the Capri was a Ford that had been conceived in the 1960s it was



guaranteed a competition career and it certainly got one. It raced, it rallied and it rallycrossed around the world. In European racing the Capri MK1 evolved rapidly, firstly into the wonderful RS2600 and then, when Ford found itself a bit short in the power war into the mighty RS3100. With an engine based upon the British 'Essex' V6 rather than the German 'Cologne' V6 the RS3100 was a very highly developed machine. The RS3100 was one of the cars which, along with the BMW CSL 'Batmobile', stretched the Group 2 'production plus' rules to breaking point. Goodness knows what the FIA series scrutineer had to say when he opened the





bonnet of a full homologation special RS3100 and found an engine with Cosworth 4 cam heads and between 425 and 440 bhp, a production saloon – oh yeah! Oh and if you happen to have a 3 litre Capri I understand that something like seventy left over 4 Cam head kits are still supposed to exist, possibly in Malta?

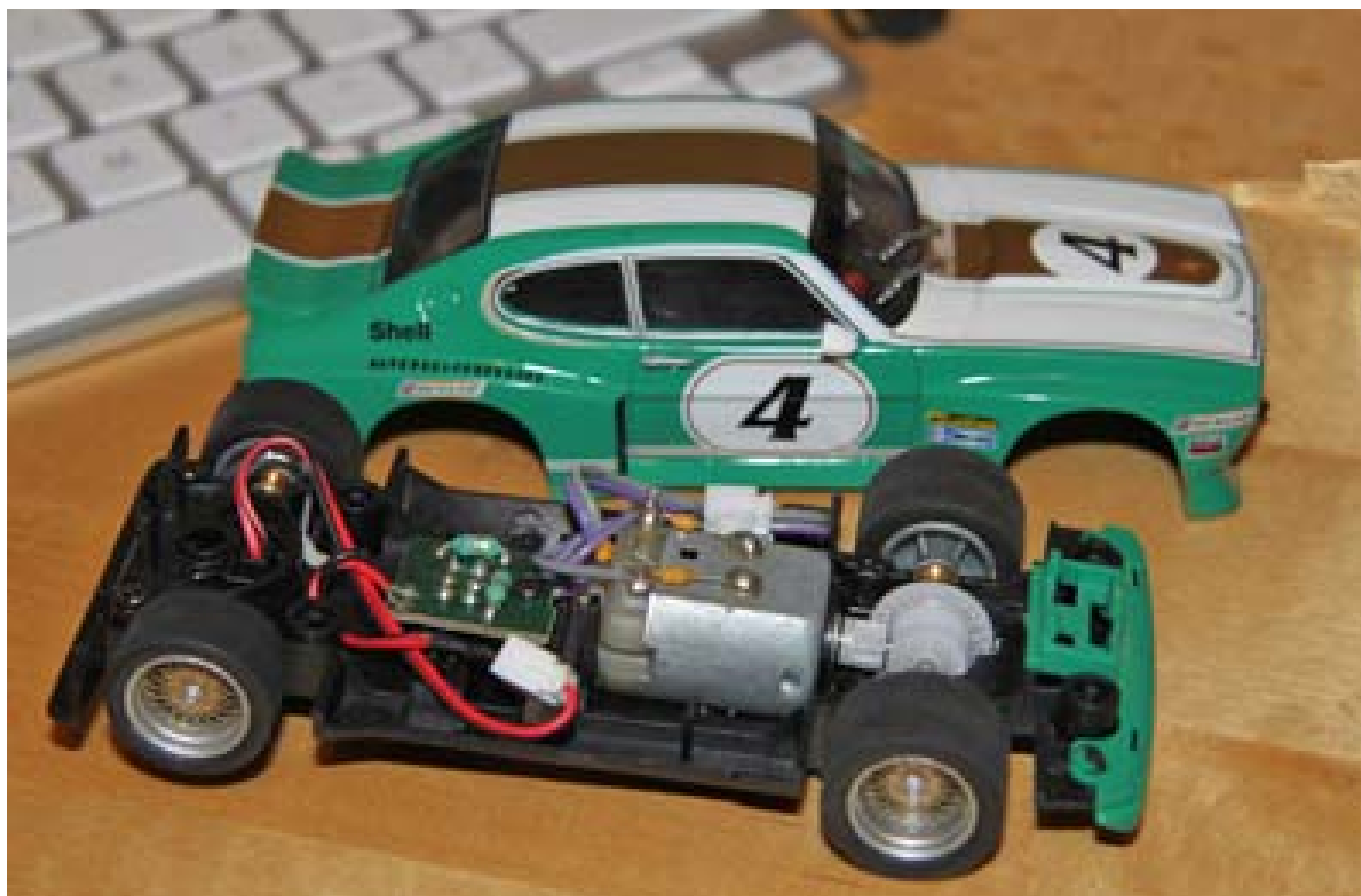
Now back to the model. The paint and tampo printing was nicely applied. The interior is a flat platform with just a head, shoulders/arms torso for the driver and a little dashboard detail with a fire extinguisher and a rudimentary (probably prototypically correct) roll cage. The wheels are a very nice replica of the BBS type mesh wheel and are, at the rear, enormous! In fact the rears are so big they could be used on an F1 car. Now I know that these Capris ran big tyres but I think that these might be a tad oversize. Unfortunately



I can't find either of my Ford reference books (annoyingly I can't remember who borrowed them) and for once the Web let me down so I cannot confirm this. Releasing the body from the chassis reveals a well engineered chassis. The rear axle runs in brass bearings. The front end features individual stub axles also running in brass bearings. As ever an alternative guide blade is provided for use on non Carrera/wood tracks where slot depth might be an issue. The motor and the polarity switch are both fitted with quick release plugs for easy maintenance. The twin bar magnets are powerful but unlike earlier Carrera models these are not adjustable. As is my usual practice after the test I removed⇒







the magnets and carefully placed them on the fridge door.

Testing was difficult in that my sample had a slightly down on power motor. Once released from the tedium of magnet racing it was reasonably sprightly but definitely not up to the normal standard Carrera motor, a slightly sick motor in this one I think. What the testing did reveal was that the chassis was particularly nice to drive in non magnet form and with a replacement motor, or possibly something hotter like a 20K or 25K rpm Scalextric or Scaleauto it should go very nicely indeed on shorter twisty tracks.

All in all this is an excellent addition to the collection and all at the usual excellent Carrera price – well done. ■

### **Have we got the measure of you?**

#### **Scale**

1/32

#### **Transmission**

In-line, ratio 9:27

#### **Wheelbase**

80 mm

#### **Track**

F: 43 mm, R: 44 mm

#### **Digital**

Compatible with Carrera digital by fitting upgrade chip

#### **Magnet**

Two, bar type, non-adjustable

#### **Reverse polarity switch**

Yes

#### **Lights**

No

#### **Packaging**

Crystal display case

Stackable

Mirror display

#### **Spares included**

Spare guide, braids, mirrors

#### **Restrictions**

Not suitable for Carrera banked track

#### **Likes**

Value for money

Fine detail well executed

#### **Dislikes**

Not the fastest brand around

# The Passion and the Interest

By Gert Jorgensen

**T**his article was inspired by the writings of Sandy Fraser in the March issue and my own experiences as a child with the world of Scalextric.

The last half year of 1964 saw me wishing for only one thing on the lead up to Christmas and that was a Scalextric set, as big as possible if you don't mind Mr. Christmas!

During the sixties we had three or four toyshops in the town where I lived in Denmark and at least two of them had most of the Scalextric sets and accessories in stock, so a ready source of reference for the wish list was available for a youngster.

Christmas day arrived and YES there it was the "SET 32" with a C66 Cooper and a C67 Lotus, as requested, thank you Santa. But then

disaster, or at least in my eyes! My father and my older brother who is ten years older than I had apparently "tested" the track quite a lot in the last weeks up to Christmas in the evenings when I was put to bed, and the result was that the Lotus did not work any more and one of the hand controllers was out of order. So it was two long days before the shops reopened after the holiday period before we could get it sorted!

The next ten to twelve years all my pocket money (2kr. per week for the first five years rising to 5kr. per week) was spent on Scalextric. To give you an idea, in 1965 a standard PT60 straight cost 7,50kr and an Austin Healey cost 43kr and the A203 pit 23kr. so a fair amount of saving was required in order to expand the set.

I had to take on extra work in order to ➞➞







fulfil my track ambitions, but I also wanted more cars. This meant I was buying track first (straights PT60 at 15kr.) to increase my layout and thus having to delay the purchasing of the cars for a while. Fortunately the building kits K701 – 705 were affordable to a youngster as they were self assemble and paint it yourself, which also kept me entertained at times.

In the mid seventies like many, my interest or rather focus changed a bit and now included mopeds, girls and later a real Mini, which was more reliable than my Scalextric C76 front wheel drive Mini, which for years I had struggled to get run properly and thus I moved on to the Airfix version in the end as a result of giving up.

All the Scalextric however, was kept in the loft, safely stored in boxes and after five or maybe seven years, now in the in the early eighties, I started to visit old toy shops in every town I came through on the look out for old Scalextric stock. Typically I made them an offer for emptying the shelves of these old Scalextric

items and then returned home to store it in my loft for a future day when I may return to the hobby with more time.

Why Scalextric and why still Scalextric? It was and still is in my opinion, the only slot car system during the sixties with comprehensive accessories available and it was this that fascinated me back then. You could build your own scenery and dream you were directly on the track racing in the car, and as one with an interest in both building and landscaping along with motor racing what else available then or indeed now could offer you this option? ➡➡

Moving on, we now jump to the late nineties; I now have my two boys, who are now aged eight and ten. They had both heard a lot



of dad's stories, relating to what he had in the loft (Although I must admit I did by now know exactly how much was up there!), so in the next winter vacation it was decided to get it all out and unpack it, it was like Christmas in the old days for all of us, as each box revealed more forgotten items!

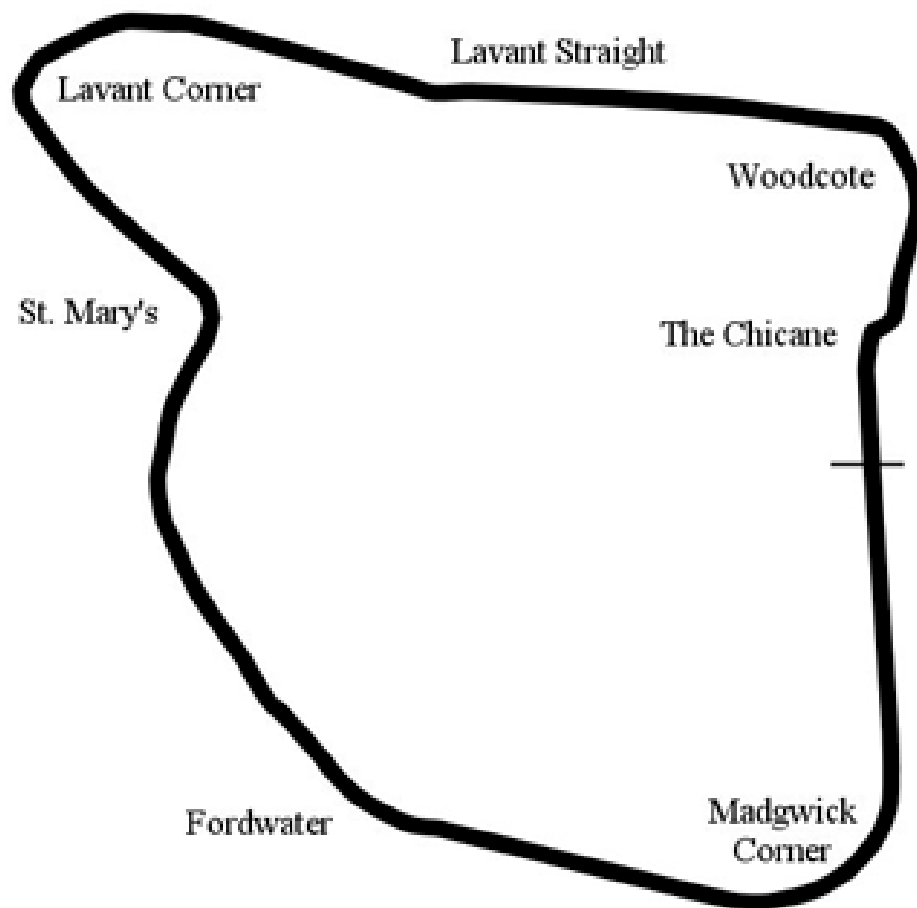
We had agreed that a track was to be permanently built, and so my old landscaping skills came into force again. It was very much enjoyed by all over the next five to six years, but

then history repeated itself and the interest and focus of the boys changed, so dad was again left alone with his old toy.

As I am also a historic motor racing enthusiast, I decided on 2004 to build a copy of







the Goodwood track, or at least part of it, so the original layout was dismantled and a new permanent track was constructed, of which the pictures accompanying this article show. I had a lot of fun constructing the track and modelling the scenery etc. I have attempted to recreate all the buildings and accessories based on the original Goodwood track buildings back then, when the Havant Scalextric factory was virtually

a neighbour to the Goodwood track at the time, I believe I have managed to achieve a very satisfactory replication of the era.

I think I got the important pit straight and the scenery behind the pits correct, also Madgwick, St. Mary's and Lavant Corner are a passable recreation in my eyes, but the Lavant Straight and Fordwater is regrettably too short, as I unfortunately ran out of room in the loft!

As well as constructing the track, I have of







course continued to collect the older Scalextric range, plus I have diversified into acquiring new models of classic cars. I do follow the tradition of the Goodwood Revival Meeting and do not let cars on the track which are from the time after 1968 to race, but this doesn't affect the fun as you can still have splendid racing with the new "before '68 models" produced by many slot car manufacturers. And with the visits of my sons at weekends we now again have regular family racing.

So as no doubt many of you can relate to this, what a life with Scalextric! ■



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

&  
John Clubbe

**H**ello every one and firstly an introduction, my name is John Clubbe and I am taking over the eBay Watch column from Stephen to enable him to enjoy more time with his family and also a result of his work commitments. I hope, as time goes by you get used to my style and that you will enjoy reading this column as much as you did when Stephen was the wordsmith.

I should also like to point out that any opinions expressed and viewpoints given in this column are my personal ones and not those of the NSCC.

We are in the middle of a severe recession, so we are told, but that doesn't seem to stop the money coming out to be spent on slot racing cars of various types, quality and prices some of which to me, appear to be totally ludicrous. Some of the items concerned I wouldn't throw a stick at as I owned them when they first came out and I wasn't too impressed then. Anyway, enough of my bleating, let's get started.

### Soaring high!

The first item that I picked up on was a "rare" Scalextric C2520 Ford Falcon from an Australian seller, with the price at the time of £190.00. By closing date on the 18th December (Sunday evening) it sold for £215.27 (120828961295). This transaction shows us how the use of the word "rare" can possibly inflate the value of the item in question. I could be totally wrong here, and I certainly would not care to infer that the vendor was carrying out anything other than a proper honest transaction, but the amount of times in this Christmas period that I have seen this word used, to me beggars belief. If it carries on in this way, everything will become "rare" and Scalextric will be manufacturing model boats. A

quick search showed that the previous Sunday a UK seller had made £231.55 on the same model so though perhaps whilst not rare, it is an undoubtedly an expensive model to acquire currently.

Another item to compare with the above is a promo Scalex Vauxhall Vectra BNIB-Rainbow Water Services. (170747702121). In white with light blue tampon printing on the sides, roof and bonnet it was presented on a specially tamponed base. This at the time of the survey was priced at £160.99, the closing date was also Sunday 18th December and it eventually went for £201.99. This item being a promotional car, to my mind would justify this sort of price and made good money, as did a blue Pioneer Notchback Mustang Test Moulding, one of four existing REF. J211109 (400262038112). At the time of review, bidding was at £202.25 but it eventually sold on Sunday evening for £270.00, again a special car making good money. (More Pioneer specials are listed below for the record).

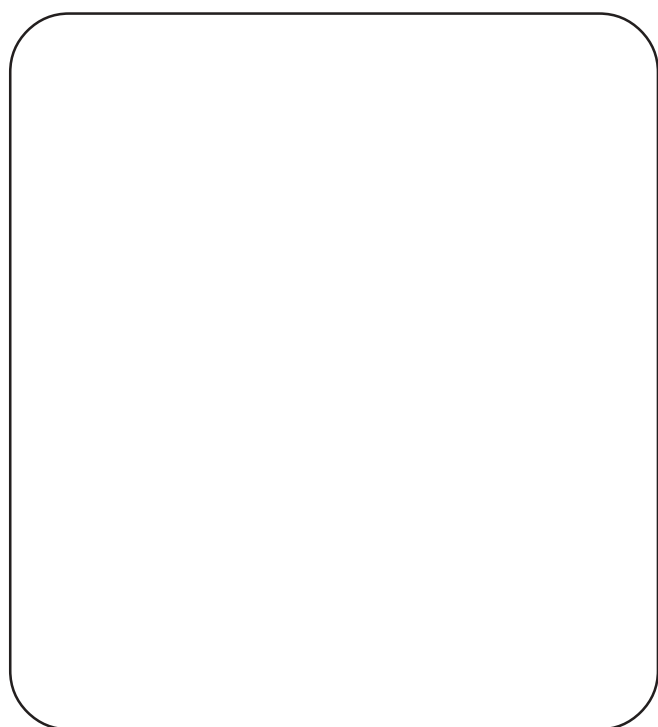
Another item to be put up for sale was a Scalextric C68 Aston Martin DB4 GT "very rare" in yellow and boxed, with no mention of condition. The starting price for this product was £799.00. There were no bids, so it did not sell, I am not surprised.

Now we go to item 270876368787, which was a Scalextric Exin C37 race-tuned BRM "rare" blue. This item was being offered as an import from Spain on a Buy It Now or Best Offer basis, for the princely sum of £675.00, plus £9.00 shipping. I don't know what to say about this, having owned one in a previous life. I didn't like it then and I don't like it now, and for the price asked, well they must think we were born under a gooseberry bush and indeed it did not tempt anyone.

Moving on, we had another Buy It Now subject, this time in the form of a Scalextric C462 McLaren MP4, No.12, and never run, (190615251253). Now here we have a reasonable offer in as much as they are asking £85.00, plus £2.50 P&P, which is not a bad price for the owner, as brand new, it retailed at approximately £42.00.

Following on, we had a really interesting item, looking extremely well for its age in the photograph as it is now about to enter its 6<sup>th</sup> decade. The item in question, (390350478299), a Scalextric Austin Healey tin plate, No. 57, 1:32?, used, selling on a Buy It Now basis for the price of £895.00, plus £8.95 shipping. Now someone correct me if I am wrong on this, but as far as I know this is an early Scalextric product, which I seem to remember as being in 1:30 scale. Again, as seen in the photograph, perhaps the scale figure is about right, but at the time of writing the listing had no takers.

Also, in close proximity to the Healey, we find a SLOT.IT Ferrari F40 Endurance series 2010, (310361511067), “rare”!!!, sold on a Buy It Now or Best Offer basis, for £219.00, plus £9.00 shipping. Is this worth it? I’m not sure. No remarks about condition. I suppose if the vendor has done his homework, maybe the price quoted is correct and would give someone value for money but this ended unsold on Christmas day.



Following on (they’re coming thick and fast now), is a Scalextric SRS 7614 Porsche 944 CANON, red/grey, “very rare”, (200690205295), offered on a Buy It Now (BIN) basis for £150.00, plus £2.50 P&P. This is the first of four of this type. No mention of condition, but from the picture, looks pretty good, so with the asking price being what it was, I think this was good money, though it went unsold.

Number two of the four items, (190616747067), Scalextric SRS CAN-AM, plain yellow body, “rare”, on a BIN basis at £80.00 plus £2.50 P&P. Again, I have to say that I find the price of this quite reasonable, bearing in mind the rarity of the vehicle, which appeared to be in clean condition in the photograph provided.

The next two items, (190616747083), Scalextric SRS 7604 Renault 5 Gitanes, No. 32, blue, “rare”, and (200690205292), Scalextric SRS 7603 Renault 5 TENTE, grey, No. 14, “rare”, were both offered on a BIN basis at £120.00, plus £2.50 P&P. For the collector they appeared value for money, but no condition was mentioned, and from the photographs they appeared clean and in one piece, but again went unsold.

Now for something completely different. (300640818918), Scalextric C2719D TAKATA DOME NSX 2004, No. 18, near mint, offered on a Buy It Now or Best Offer basis for £70.00, plus £3.00 P&P. The car in the photograph looked as described. In my opinion it is worth all of the £70.00 asked for and if anyone can get a Best Offer bid accepted, everyone is happy but this was not to be as it went unsold. However the Quattro versions of the JGTC cars with those Japanese pit girls remain popular with buyers hitting the £100 mark regularly with the Green Honda NSX (120833526449) at an astonishing £255 with over a day to go at time of writing.

The next item, again from Spain, (270876386098), Scalextric EXIN Ferrari B3 F1, Niki Lauda’s version, sold on a Buy It Now or Best Offer basis, £145.00, plus £10.00 shipping. No mention of condition, but from



the picture, both car and box looked tidy and in one piece. And so it should for the money being asked. I am not totally sure that this car is worth the money, as I have two examples, myself, which are mint, but not EXIN, but there again, I'm sure somebody out there will think £145.00 is a steal and the seller did not accept the cheeky offer of £72.

Getting on to the next item (380395649355), Z02, damaged, Fly Lola T70 Coupe, 24<sup>th</sup> Daytona 1969, from Germany with a minimum price £63.30, no bids were made to date. This item is one of two which seem to originate from the same source. The second item (380395649354), Z01, damaged Fly Porsche 917K, 12<sup>th</sup> Sebring 1971, with a minimum price £127.24 also had no bids with only four hours to go, so I'm betting they did not sell. I can't believe that people ask these sort of prices for damaged goods!

The next item (380395649356), was a Fly C85 Gulf Porsche 917K, "super rare", also from the same seller in Germany that sold for \$189. This looks to have been the best buy I've seen in this whole survey as the picture shows the three Gulf Porsches in a boxed set but was in fact only for the number 21 car if you read the description carefully.

Now for the silly stuff, but good little earners! Following on from last month's column about the Lightning McQueen prices the Scalextric version in digital form C3186D, has attracted a couple of BIN sales at £69.99, plus £1.49 P&P. (250953769012), though no sales at the asking £59.99, plus £1.49 P&P for the standard car. This car has shown a steady improvement in value and looks like a healthy earner for sellers meeting the Christmas rush as several auctions topped the £50 mark.

Two items here, both in the colours of the Alan Mann Racing Team (190616112511), Scalextric Ford Escort MK1 RS1600, sold on a Buy It Now or Best Offer basis, £75.00, plus £3.75 P&P. (190616113208) Scalextric Ford Lotus Cortina MK1, sold on a Buy It Now or Best Offer basis, £75.00, plus £3.75 P&P. Wow!!! The Escort went unsold but the Lotus Cortina did sell. It just shows how a company like Scalextric can breathe a new lease of life

into the value of one of its products by introducing a new product that was a stable mate of the first one. The Lotus, according to my observations of a fortnight ago, was almost hitting rock bottom in value at approximately £22.50. Both items are a nice little earner for somebody and, as things stand, not overpriced as yet.

Prices as listed and spelt on UK eBay unless stated.

PIONEER SLOT CAR J-CODE SPECIAL MATT BLACK DODGE CHARGER – RARE £149.89 (1 OF 18 - REF: J211210 on Thursday night)

PIONEER J-CODE SPECIAL NOTCHBACK MUSTANG COUPE DECOR SAMPLE BRIGHT YELLOW 1 OF 3 £316.45 (REF. J140710 Tuesday night 400263690793)

PIONEER SLOT CAR J-CODE SPECIAL ALL BLUE DODGE CHARGER - EXTREMELY RARE £131.01 (1 OF 17 - REF: J141210 Tuesday night after Christmas)

PIONEER J-CODE SPECIAL NOTCHBACK MUSTANG COUPE DECOR SAMPLE DARK YELLOW 1 OF 3 £220 (REF. J160710 Thursday night after Christmas 400265355773)

PIONEER FORD MUSTANG 390 GT '68 GOLDEN BULLITT 1:32 BNIB £113.75 (Christmas eve afternoon 390373740346. Another one sold for £99.99 2 days later)

c3224 mini cooper scalextric £74 (Pink "Flower Power" LE model on first Sunday night of month. 330650339530. Lots of this car have been listed through month with prices ranging from £37 Inc. free P&P to a whopping £79.99 BIN so shop carefully!)

Scalextric A1 Grand Prix Team New Zealand C2741 Extremely Rare M/B £96.51 (Sunday night and supposedly "THE HARDEST A1 GRAND PRIX CAR TO FIND!!!!!!!!!!" 140658643253)

RARE SCALEXTRIC SLOT CARS TOY CATALOGUE 1960 1st EDITION IN MINT CONDITION £104.31 (Sunday lunchtime before Christmas 140658698543)

1960's AUSTRALIAN TRI-ANG



SCALEXTRIC GP.1 GRAND PRIX SET AU \$244.00 (£160) (Nice price but the number 1 and 2 catalogues included in here probably helped and meant a potential bargain bearing in mind price achieved a few hours earlier for the number 1 catalogue above. 180774628469)

Scalextric James Bond Goldfinger C3091A Rare 1st of 3 Mint!!!!!! £100 (Post Christmas madness or early sign of monetary appreciation of this car? Wednesday night 140667075332) scalextric cars £107.40 (Wednesday night. Five old Triang cars but the green Electra probably helped the bidding if you looked carefully 190610450434)

Well guys and gals, this is my first effort. I hope it works for you. Rest assured, as I carry on, the better I will become and feedback is always welcome. Happy New Year to you all. John. ■