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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Where Were You?

Firstly then this month, dear member, I have to ask, did you manage to go to the new Milton Keynes swapmeet? In my opinion it was a huge success for the Club, there were traders aplenty, a good public attendance and the atmosphere felt perfect, I can't quiet describe it but there was a definite buzz about the event. Most enjoyed it and apart from some critics, everyone felt it was well organised and well attended. I managed to grab some bargains (Thanks Telford) as well as my mate, who I have almost rescued from the dark side (model trains!) spending like there was no tomorrow and no doubt generously contributing to a couple of dealers takings that day. What was a minor disappointment was that member attendance was very low, being only a ¼ of all attendees there. We would like to know why this was the case, distance, apathy or a better offer on the day?

Remember the Club took this event on to benefit you, the members and if these things are not supported by the members they will not continue in the future. Anyway I'll get off my soap box, that is our Chairman's job and just thank on behalf of the Committee, the two main characters for organising the event, Paul Yates and Richard James, well done guys, I hope the next one is easier?

Moving on then, this month, we have a few bits and pieces for you, in particular the NSCC has some exciting news about a very Limited Edition car which will be available to members and is being produced in conjunction with another motor club, I will say no more and let you read all about it in the Journal.

Next on my brief roundabout, next month will see the return of the NSCC quiz, it was to start this month, but space limits has dictated I will have to let it go until the April Journal, sorry Peter but I have been told, do not exceed 48 pages except on rare occasions!

Finally, to give everyone a heads up, we will soon be starting to organise the NSCC Gaydon weekend on a similar format to last year, so if you are interested you may let me know now before the forms are sent out.

Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsccl.co.uk

By Pete Simpson

Well, the bad weather in early February must have encouraged members to curl up in the warm with their favourite read, as I've had a record response to my writings. First, I must confess that, due to a pending work trip to Wichita for me and a week of business meetings in Bristol for Karen, immediately prior to submission, our usual error checking regime was abandoned. This, amazingly, only resulted in one reported grammatical error and a couple of slightly contentious points that Karen may well have moderated. One of the observations was so good it has been included as a question in the NSCC quiz. Oh, and despite my revelation that the Start GP cars will now be available as a twin pack, these have been available previously, as C3141, although not included in the main

catalogue only a supplementary leaflet.

Thankfully the cold weather was short lived, meaning that plenty of members turned out for the NSCC Swapmeet in Milton Keynes for the usual array of post free (as in "not eBay") bargains. As usual, I had nothing on my shopping list but still came away with plenty of parts for future projects and a couple of Limited Edition Club cars: one celebrating the event and the other the bond with our Dutch friends.

On the subject of annual special editions, as in recent years these will be in appropriate liveries of the same model: this year it is the McLaren MP4-12C. The base colour is a rather attractive blue but, depending on opinion, the tampo printing is either a bit bland or nice and simple. Either way, there is one aspect that will be missing on all versions: the year of issue. This



is due to a licensing requirement of McLaren – no year is to appear on the cars. It would seem that this agreement also extends to the box labels as neither of the boxes for the first two I've seen have dates. Reference numbers found so far: SLN is C3329, limited to 150, UK Slot Car Festival at Gaydon is C3330, limited to 200. Next to arrive will be the Scalextric Club car, C3327, "limited" to 6500. Remember that this comes free with Scalextric Club membership, costing £29.50, so don't be tempted to pay over the odds for "Rare" examples on eBay.

Having had a couple of visits to Margate where the camera batteries went flat before I could photograph all the goodies on show, I'd guessed that this month would be relatively lean. I was wrong, Hornby have launched into 2012 with a vengeance.

Over the last couple of reports I've brought news of the forthcoming Micro Scalextric Star Wars Death Star Attack set. Well, of all the Scalextric sets, this has won the award for Best Hobby and Models Toy at the recent Toy Fair at Olympia, London. When I was at Margate I was able to discuss the project with one of the designers that had worked on the models. Obviously he was brimming with pride over the award, but it certainly wasn't without a degree of frustration. After the initial prototypes had been manufactured, Lucas observed a discrepancy between the inner face of the TIE Fighter model's wing and the craft as it appears in the films. Unfortunately the Scalextric design had been based on an early drawing of the fighter subsequently revised prior to filming, so,

in order to comply with the licensing agreement, the details had to be redesigned. It may be a lucrative contract, but there can be no room for deviation from Lucas' designs. Comparison between this image, of the pre-production model, and those in previous reports show the level of detail that is required.



Last year's announcement of new licensing deals for Hornby included the vehicular characters from "Olly the Little White Van". However, these are absent from the 2012 catalogue. Annoyingly, I spotted the first rapid prototypes in the showroom back in January but at the time there were too many prospective Hornby customers around to take any photos: by the time the retailers had dissipated, I forgot to return. No chance of the same mistake twice! The new toys (models would be a stretch of the imagination) look nicely proportioned and visually correct when adapted to the standard Micro HO chassis. Although the Die Cast, ➡➡





pull-back-and-go toys look ready to go on sale, the Micro versions were still as I saw them in January. These are based on the main characters from the TV series, Olly and Bazza, with the set being named after an early episode, Bumpton Rally. Just how well they perform will have to wait until I get the chance to try the production versions, but with the usual high levels of magnetic down-force, they are bound to behave on the track.



Whilst in the mood for toys, the new “My First Scalextric” set was available for testing. The idea of using battery power is not new but has gone ignored for several decades. This latest set for the youngest of slot car enthusiasts works very well: the motors have been reconfigured for 6V use and provide a smooth response using Start style throttles. Battery life is always going to be a concern but when I tried it the batteries hadn’t been replaced since being on show at Nuremberg and it was still possible to go too fast and exceed the magnetic down force. Unfortunately I didn’t get a chance to try these cars on a conventional mains powered, 12V, micro set, they should be pretty impressive!

So, moving onto the main range where



several prototypes were available to photograph at the time of my visit. If recent timings are maintained, these can be expected in a month or two. A few had minor points which will need to be rectified prior to production so these photos are not representative of the final models.

Ever since the successes of the John Weyer Automotive’s Gulf Oil sponsored Ford GT40s, this has been the scheme to be seen in. This latest car to carry the iconic livery is the Lamborghini Gallardo LP560 of Fabien Giroix’s team as run in the International Le Mans Series GT2 category towards the end of 2010. The livery looks spot on apart from the white rectangle above the door number where the ACO logo should reside. The “Delaney” on the nose is an interesting link back to a certain famous Gulf racer. Coincidence? Catalogue number is C3283.



The second model pictured here is the new version of an Aston DBR9 to carry the Young Driver sponsorship, C3293. Driven by Aston regulars Alex Muller and Tomas Enge, this model portrays it as it ran in the 2011 FIA GT1 World Championship. If Scalextric had chosen to model the car as it appeared for the last few races of the season, it too could have been



represented in Gulf Oil livery. One of the “missing” details on this example was the Aston Martin badge on the bonnet. However, careful studying of web images seems to indicate that the badge was not actually fitted: as usual, none of the photos are taken from quite the correct angle. The eagle eyed may spot that the example shown here is also devoid of the wing top vent details: this will be added to the production version.

Third in the list of prototypes available was a Porsche 997, C3277. This is another very colourful decoration for the SR, DPR car. This represents the #34 car of Tony Gilham as raced in Carrera Cup races in 2010. It looks a bit garish, but certainly appears to be an accurate representation of the car as raced at Brands Hatch in May of that year.



Saving the best until last, the Rover Metro 6R4 and RS200 cars were at the sign off stage. Last month, without any evidence, I anticipated that the Scalextric 6R4 would be accurate, even if ultimate racing performance had to be compromised. Wow, what a prediction it looks stunning! I may even be wrong about the performance, certainly in magnetic trim: the sidewinder configuration should get the power down making it an awesome competitor to Ford's RS200. Rather than model the Group B rally version, Scalextric have chosen to launch its new baby as Will Gollop's Rally Cross car. This was a truly mental bit of automotive history. With rallying deciding these creations were too dangerous, they were further developed for rally cross: twin turbo V6, 2.3 litre, 10,000 rpm, 850 bhp, 0-60mph in 2 seconds! Sheer→→





lunacy when one considers that just a few years before this “obsolete” machinery became available, Escorts, Minis and Beetles ruled the formula. Initially the Metro and Ford will be available as a twin pack, limited to 3,000, as C3267A. The other car included will be the RS200 of Martin Schanche. This is another great car which had a second coming in Rally Cross, often getting the better of the Rover. Both cars are DPR, with the packaging of a sidewinder motor in the Metro being a significant achievement. It looks like my “Le Mans only” mandate for new cars will have to be ignored yet again!



The Australian V8 Supercars of last year have finally arrived: as previously related, good news for Ford aficionados, but not so exciting for Holden fans. The pictures of the two cars



together show some of the improvements in the Falcon FG, C3225S: in addition to the lower ride height it is also DPR. Hopefully 2012 will be the year for a similar update to the Commodore making this VE, C3227S, the last of the non-DPR versions.



Another special release to arrive recently is the plain white, USA only, Camaro, C3245. This may not appeal to too many but is an ideal base model to create those fantastic beasts that competed in the 1972 Group 2 Wiggins Teape Paperchase and the following BTCC season. I had to go for two in order to emulate Frank Gardener's 1972 SCA sponsored car: both in full SCA livery and in the Brands race when it ran in plain white prior to the full livery being applied.

Whilst on the subject of USA only cars, this year's examples will be Ford GT40, chassis





P1075, in the Daytona 1969 Gulf livery, race number 2, C3324, Bobby Allison's Dodge Charger 500, C3323 and the Heritage edition of the Ford GT also resplendent in Gulf livery, that of the 1968 Le Mans winner.



All will be available from the usual traders who kindly arrange importation from the 'States and offer them at very reasonable prices, considering the limited availability and their efforts.



New for 2012 on Scalextric.com are a couple of USA only sets: one for the oval racing fans and the other for sports cars. The first, C1234T, is a NASCAR tri-oval with two Chevy Impala COTs. The layout is a generous 658cm of track which, as it includes banked curves for all the corners, should provide fast action. The cars represent a couple of Team Hendrick's runners: AMP sponsored car of Dale Earnhardt Jr and the sister Lowe's backed car of Jimmie Johnson.



The second is set C1284T, McLaren M4-12C. Track layout is a figure of eight with a crossover giving a length of 532cm, similar to last year's Turbo Flyers, but without the leap. Cars included are a pair of Super Resistant McLarens in white and Volcano Orange. This is also currently being listed by a UK eBay trader.



The lack of a revised Beetle model for 2012 came as a bit of a surprise, considering the investment in tooling, but I've been assured (phew!) that further versions will be released. The main reason for the absence from this year's catalogue can be traced to another of the dreaded licensing deals: the planned model could not be agreed and a replacement could not be defined in time for the printing deadline. Several ideas have been mooted, but none yet finalised. All Beetle fans should grab this opportunity and send photos of their desired version to Scalextric: someone MUST be successful!

I recently acquired an example of the Scalextric jigsaw. This is a real nostalgia trip back to the early decades of our hobby, illustrating Scalextric items from the earliest



period to about the time I was first distracted from slot cars. Being manufactured by Gibson, it is superb quality both in the fit of the pieces and the printing of the image. The 1,000 pieces make it a challenge, although the subject ensures that it is rather more pleasurable than the normal vast tracts of sky. If tempted to buy one, first take a visit to Scalextric.com where there is an opportunity to win one: anyone that can't answer the question must have enjoyed their holiday on the moon! Failing good fortune, the cheapest I found it was from Amazon for £9.76 with free postage.

There is no such car as a "classic" Mini. There is only one Mini, as produced by Austin, Morris, BMC, Leyland, Riley, Wolseley, Vanden Plas and MG. OK, perhaps more than one, but BMW certainly wasn't included. Neither BMW's caricature of the real thing, nor their subsequent interpretation, the Countyman, should be regarded as the definitive version, thereby relegating Issigonis' masterpiece to a place in history. However, attitudes can change and maybe there is a place in society for BMW's

homage to the great car on the race track? Perhaps I've recently seen the Germanic interpretations from a different perspective: Adrian Norman will be racing in the Club Class of this year's Mini Challenge series, resplendent in Scalextric livery! Is that sufficient reason to modify one's views? I did also comment a few months back that I (nearly) liked the Rally version. Perhaps I'm not as grumpy as I thought – feeling younger already! For his part, Adrian will be sporting Scalextric logos and trying not to depend on magnets to stay on the track. I wonder if Silverstone or Brands would realise what the steel line around the circuit was for! The championship comprises two classes: the 215BHP JCW with turbo based on the R56 Mini Cooper S and the somewhat more affordable club cars with 135BHP. For more details on Adrian's endeavours visit www.minichallenge.co.uk and make a note of the nearest round to go and cheer. As I will miss the first round, please send me some photos for inclusion in the Journal. ■



Email: carreracorner@nscc.co.uk



After a break last month, we now have details of the exciting new Carrera evolution 1:32 cars for 2012. Thanks to Pete Binger from The Hobby Company Limited for the information provided. Unfortunately, none of these are currently available in the UK as yet but each car will be available in digital format with a different identification number from that given below.

These are new liveries of existing cars:

CA 27394 Vodafone McLaren Mercedes MP/24 Race Car, race number 3 as driven by Lewis Hamilton in 2011.

CA 27395 Audi R8 LMS Prosperia Team Brinkmann ADAC GT Masters, race number 39, 2011.

CA 27399 Ferrari 458 Italia GT2 JMW Motorsports race number 66, 2011.

CA 27400 Ferrari 599XX Ferrari Racing Days race number 4.

CA 27401 Porsche GT3 RSR Manthey Racing, 24h Nurburgring 2011, race number 18.

CA 27402 BMW 2002 Touring car 1975, race number 48.

CA 27403 Mercedes-Benz SLS GT3 Blackfalcon race number 35 24h Spa 2011.

These are brand new cars:

CA 27405 Mini John Cooper Works WRC number 37.

CA 27406 Mini John Cooper Works WRC number 05.

CA 27407 Citroën DS3 WRC Sebastian Loeb.

CA 27408 Citroën DS3 WRC Van Merksteijn, number 20.

CA 27409 Audi R18, number 2, 24h LM 2011.

CA 27410 Audi R18, number 1, Spa 1000km.

CA 27411 1963 Shelby Cobra 289 Hardtop Coupe, number 4.

CA 27412 1963 Shelby Cobra 289 Sebring 12h number 16.

CA 27413 Bill Thomas Cheetah, Yeakel Racing race number 8.

CA 27414 Bill Thomas Cheetah, Daytona 24 hours 1964, race number 14.

CA 27415 Alfa Romeo GTA Silhouette Race 1.

CA 27416 Alfa Romeo GTA Silhouette Race 2.

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CA 27417 Ferrari 150 Italia Fernando Alonso, race number 5.

CA 27418 Ferrari 150 Italia Felipe Massa, race number 6.



CA 27419 Red Bull RB7 Sebastian Vettel, race number 1.

CA 27420 Red Bull RB7 Mark Webber, race number 2.

CA 27421 Volkswagen Golf 24 number 134, VLN 2011.



CA 27422 Volkswagen Golf 24 number 235, 24h Nurburgring 2011.



We have an image of the Audi R18 as it appears on the new catalogue and pictures of the new F1 cars. Sebastian Vettel, Formula One's youngest double world Champion, has his Red Bull Racing car in this new line up along with that of Team mate Mark Webber and the two Ferraris of Alonso and Massa. Lewis Hamilton's McLaren Mercedes from last season



will also be available, however this same car is to be found in the current Scalextric catalogue along with Hamilton's 2012 car and the McLaren Mercedes of Team mate Jensen Button for last year and the coming season. It will be interesting to see if the body work is completely new, unlike Scalextric which I understand may just be a relivery of last year's release? We also show a few pictures of the actual cars upon which the model are based to further whet your appetite. So lots to look forward to with these highly detailed models featuring Carreras adjustable magnet system heading our way.

We will cover the cars mentioned above in the months to come as more details and pictures become available, hopefully we will also secure a few review cars direct from Carrera so that a thorough report can be carried out. Other cars, including Limited Editions, will be released this year, and I hope to have news on these as and when it becomes available, so my message to you is start saving now, as it promises to be a great year from Carrera! ■

Last time I brought you pictures of my build of the new Penelope Pitlane Bugatti T50B based on the Prescott Hill Climb car, well I couldn't let my version go uncorrected so here it is now complete with the twin rear wheels it sported at that event. Outer wheels are still the Penelope Pitlane ones, while the inner pair are hub less from the new RS alloy wheel range to enable me to get the overall width to look right.



Penelope Pitlane Bugatti T50B – twin wheels

Also fresh off the work bench are the four PSK projects I mentioned a couple of months ago these are the Aston Martin DB2/4 as entered in the Monte Carlo rally in 1958 and



PSK Aston martin DBR1 and DB2/4

the #2 DBR1 of Moss / Brabham that retired at Le Mans in 1958 after three hours with a broken con-rod.

The other pair are the John Miles #104 1969 Guards Trophy winning Lotus 62 and the more unusual 1967 Alfa Romeo 33 Stradale #346 as entered by Sparteo Dini in the 1968 running of the Bologne Passo Della Raticosa Hill Climb.



PSK Alfa Romeo 33 Stradale and Lotus 62

Just arrived from Le Mans Miniatures is the Renault Alpine A441C depicting the all female ELF Switzerland entry at Le Mans in 1975. Fast ladies Marie-Claude Beaumont and Lella Lombardi ironically retiring the #26 car after eight hours with fuel problems. News of three new releases from LMM in 2012 with all three works GT40 entries from Le Mans in 1964, sadly for Ford that year would prove disappointing with the #10 Phil Hill / McLaren car retiring after fourteen hours (gearbox), the #11 Ginther / Gregory car after six hours (gearbox) and the #12 Atwood / Schlesser car catching fire after five hours.

GMC / MMK have announced two new



Le Mans Miniatures #26 Alpine Renault A441C

forthcoming releases due for 2012 these being two Ferrari 250 GT/TR SWB Experimental cars the first as the blue #12 entry of Tavano / Baghetti that retired at Le Mans with engine problems after thirteen hours in 1961, while the second is the more successful white #21 US entry of Ed Hugus / George Reed that finished ninth covering two hundred and eighty one laps in 1962.

Last month I mentioned some new resin kits from Pendle Slot Racing, well here is my take on their very pretty little Riley Elf, done in fantasy livery in Wolves gold and black colours, this was an unusual departure for me as the car was first sprayed chrome and then the bright-work masked for the gold, and finally the gold carefully rubbed off the trim surrounds – probably easier to hand paint the details afterwards as I normally do but you sometimes just have to try something different.



Pendle Slot Racing Riley Elf

A few months ago plastic static kit makers Polar Lights announced they were releasing slot car kits of the '60s Batmobile and the Green Hornet's Black Beauty for 2012. As I have a Batmobile conversion and couldn't wait for the release of Black Beauty any longer I converted a Polar Lights static kit of the Green Hornet's car complete with my own Kato figure driving the comic book classic. I'm sure the kits will be a big hit when they arrive particularly with kids of the '60s / '70s who remember the original comics and TV shows.



Polar Lights Black Beauty kit conversion

Occasionally I browse the internet and couldn't resist a classy rendition of the 1965 AJ Foyt Ford Galaxie done by my old friend Chris from Crewe aka. Slot Car Unique. Using the excellent Reinecke Motorsports resin shell with a modified Scalextric chassis and what I =>



Slot Car Unique (RMS) AJ Foyt Ford Galaxie

assume are Slot Cars 4 U decals this was an absolute bargain and better yet I didn't have to build it myself.

A new name has appeared on my radar this being Spanish specialists Maralic Handicrafts, who have announced the upcoming release of very limited edition of the 1986 Group B Toyota Celica twin cam. Available as a set of all three cars from the 1986 Olympus rally with a matching T-shirt these are limited to just fifty sets worldwide. Alternatively the #3 car of Bjorn Waldegard and Fred Gallagher that came fifth will be made available as a single model. A number of group B rally cars have been overlooked by the mass produced manufacturers and it is amazing to me that this is the first time the triple Safari winning Celica TC (1984/5/6) affectionately known as the "Whistling Pig" has ever been produced for slot.



Maralic Handicrafts Toyota Celica Twin Cam
1986

Finally this month Scaleauto have produced a red kit version of their Toyota GT1 and a body kit of their 1/24th scale BMW M3, and via Pendle Slot Racing I have just received two of the new DSlot 43 Kyosho cars. The first releases are two Porsche 917K's the #3 Sebring 1971 car and #23 1970 Le Mans winner, two Porsche 962's the #1 and #19 cars from Le Mans 1986, and road versions of the Audi R8 and Lamborghini Murcielago. These are superbly well detailed cars for their size, however they are really designed to run as magnet cars on steel rail tracks as I found out when trying to run them on the Wolves copper tape track, so make sure you run them on the track type they are intended for and then they are great fun. ■



DSlot43 Kyosho Porsche 917K and 962



We have pictures of the eagerly anticipated Fly truck models referred to in the January Journal, when we also pictured the real trucks. If you study the pictures of the models, I think you will agree that they look rather fine with great attention to detail and would certainly be an asset to any collection.



The first of the two trucks to be released was the Silver MAN TR1400 bearing race number



5, as raced at the Nurburgring in 2006 and driven by Swiss driver Markus Bösiger. If you look at the pictures you will see just how detailed these trucks are, right down the cables and trunking going into the back of the dash mounted gauges, however, Unfortunately the truck has no drivers protective net! Fly reference number is FS203102.

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The packaging is different to earlier Fly releases; the plinth now comes attached to an attractive strong card outer box and is no longer supplied with a (breakable) crystal lid.



The yellow MAN truck FS203101 carrying race number 1, as raced at Le Mans in 2003 and driven by Egon Allgeauer, was also available but at the time of writing both trucks have sold out. Guagemaster are trying to secure more supplies of both. Pictured side by side I prefer the silver truck but I have not yet seen the actual models so I must reserve judgment. You may already be lucky enough to have these in your collection but if not there are plenty of pictures so you can make up your own mind.

The retail price for each truck is £54.95 or less. ■



THE MILTON KEYNES SWAPMEET - UNDER NEW MANAGEMENT

By Paul Yates

After organising the event for twenty five years Nigel Copcutt decided that it was time to stand down and that the event if it was to continue should be run by someone else. That is where the NSCC stepped in and took on the challenge. It fell to the promotions team of Richard James and myself to organise the swapmeet. Neither of us had done a full swapmeet before so it would definitely be a challenge. I have done a few events before, setting up tracks at Donington, Sparkford and Brooklands and with only two weeks notice the Piazza Italia at Horsham, West Sussex last Easter, which was mentioned by Peter Solari recently and Chris Holt last year. So with all that non relevant experience a swapmeet couldn't be that hard or could it?

Richard set up a computer mail link so that booking and other information could be shared between us without the need to keep sending emails to each other. Also we had a dedicated event email address, which incidently will be the same for next year [mkswapmeet@gmail.com]! With that sorted we set up a plan of action for advertising the event.

Firstly a check was made with the venue that all was okay. Whoops, the leisure centre had no record of the event for February 2012, note - never assume anything, so a phone call was quickly made and the date was booked, plus a written confirmation was sent, belt and braces here. However, the elusive booking manager had gone on Christmas holidays so any confirmation of our booking was unavailable, more panic. January loomed into view, time to get adverts into local papers. Richard handled this side of the job admirably getting adverts into local papers and on Slotforum. I managed some on-line advertising in the local free press. I also took a



day off and placed adverts around Buckinghamshire, from Tescos to shopping malls, Milton Keynes mall was the most difficult of them all actually.

Apart from all of this we had managed to secure a slot car for the event to encourage attendance both here and also at the forthcoming Ossett swapmeet. These were procured by Shaun Bennett after a word or two with a slot car supplier. Once it was decided from the list of models available which one and how many we wanted then we had to decide on the two colours and which colour to use at which event. Then the logo and position had to be agreed upon and whether we could get any more information into the design. At this stage we hit a major problem, the cars were going to be later than anticipated arriving, putting it closer to the swap date. Then a further hiccup, the original printers that were going to put the logo on the car went cold and quiet, no response from them at all. Fortunately at the Swindon swapmeet there was a screen printers doing mugs, phone cases, canvas and posters etc. Richard contacted them and they said they could do the job, so far so good. Cars thus arrived at Shauns, they all had to be unpacked and wrapped in bubble wrap (so the printers did not spend time and our



money doing it), then a meeting halfway twixt Suffolk and Gloucestershire was arranged to get the cars passed on so Richard could get them to the printers in Wiltshire, thanks to Shaun and Richard for all the work involved in that exercise. Time was ticking by getting nearer to the deadline far too quickly it appeared.

In the meantime the list of dealers and traders was nearly complete, virtually using all the tables the hall had available and we had three tracks to accommodate, all of which had to be near power points plus some traders also wanted power points, so this meant that a new table arrangement plan had to be drawn. No problem there I had a drawing board and used to work in a drawing office, long before we had computers that do them now.

As we got nearer and nearer the event, More



promoting of the event was carried out on Slotforum, we also contacted local radio stations to get the event mentioned on air on both the Saturday and Sunday of the weekend of the event. I had to contact Milton Keynes Council, could we put up direction signs for the event on Sunday?)Have you ever dealt with councils, first off you ring up, oh I'm not sure which department you want, try A,A no you need B,B says you need C,C says yes right department but the person you need to speak to is not here today). They will need to see a copy of the sign before they can give their approval, so a copy of the sign is emailed to them, no response so on that basis we carry on as they have not objected!

The cars have been printed and are now back at Richards, he has the task of putting sixty plus cars back into their original tight fitting box without damaging car or box. A considerable number of hours on knees finally got all the cars back in the boxes, well done that man.

So Saturday the 11th February arrives and I set off for Milton Keynes to make sure the tables are set out according to the submitted drawing. Well not too bad, except for being eight tables short. Engage with staff and they quickly produce more tables for the room. I then thought I had better check the tables, oh dear, if they were not covered in solidified coffee spillages they were covered in gooey substance or had holes or slits in them. Another visit to reception "have you a bucket of water and a cloth please?" These duly appeared and I cleaned seventy tables as best as possible, then cover the holes and splits with Gaffa tape, put place mats onto the tables and table numbers. With that done I'm off to my accommodation





for the night, a short walk to the Bell Inn in Marston Moretaine for an excellent meal and some equally good beer then back to the room and check paper work and a prayer to the saint of slotcars for good weather and lots of visitors tomorrow.

Well that night was cold -12 degrees at 1.30 am too cold to snow at least. So when I woke at 5.45am Sunday morning and I left later to go to the Leisure centre it was a careful drive indeed. Milton Keynes is not the best place to be at 7am, cold dark and anxious, Will anybody come through those doors? At 8am traders start filtering in, by 9am it was very busy with tracks being set up, traders arranging displays. Not long now, Richard was here at the same time as me and was busy setting out the NSCC table Karl Cornell arrived and put up signs outside he also stocked the two display cabinets that have replaced our older dilapidated ones with the Club cars and all in the right order and from memory too. The tea urn was starting to get a good head of steam up just in time for the arrival of the catering department.

10am, time to open the doors, lo and behold we had a good steady flow of customers, over two hundred by the end of the day. Slightly disappointed that on the day, two thirds of the attendees were not members and so only a third of the intake were NSCC member, still at least the advertising worked.

Well with people steadily coming through the door the hall soon filled up, Club merchandise was selling well and as for the event car, being the AutoArt Porsche 911GTR in blue this sold out within two hours, obviously we got that bit right, the companion car in red to pair this will



one will be available at our Northern Swapmeet at Ossett Nr. Wakefield on 15th July 2012, if you want the pair and have the blue card be there in person to get the corresponding number.

Another stall doing very well was the catering stall staffed by Sam our Chairman's partner, her sandwiches were excellent and she also catered for the veggies that were amongst us. Well done Sam. I am getting you a catering van for next year.

Unfortunately the hall heating let us down, I think it was warmer in the car park than inside, still it helped to sell more hot drinks, hopefully it will be working next year.

Trade seemed brisk with most traders and dealers reporting they were happy with sales. It was good to see the hall back to the atmosphere that Milton Keynes had in previous years. By 2.30pm it all started to wind down and packing up was the order of the day and for once Bob Bott was not the last to leave! Rob Campling has now been awarded the lantern rouge, but in fairness he did have a lot of stock!

Many thanks to all the traders and dealers who attended and all the customers that came through the door for without you the event would not happen. Thanks to members of the NSCC Committee who helped through the day.

Richard and myself did enjoy the work we put in to our first and hopefully not our last Milton Keynes swapmeet. Next year will we hope be bigger and better again.

Further thanks to all the people who passed out our flyers on their tables, via their mail orders and finally to CAT solutions for the printing of the cars and the cards. I hope to see you all again next year? ■

SPECIAL OFFER - LIMITED EDITION NINCO AC COBRA

By Andy Carmichael

This attractive model is being offered in a very limited number to members of the NSCC and as the photographs show it is a stunning model. To celebrate the real car's 50th Anniversary the UK Cobra Replica Club has commissioned Ninco to produce a run of 250 cars and by agreement our Club has been fortunate to obtain half the production so there will be 125 of these babies on sale to our Club.

The idea and initiative for this Cobra model has come predominantly from the UK Cobra Replica Club although financially the two Clubs have jointly entered into the venture. This is **NOT** the Club's 2012 exclusive car; it is an extra something special that we are offering members. The demand for these cars is likely to be greater than the allocation the Club has obtained and in order to be fair successful applicants for the model will not be decided until after a closing date of **Monday 16th April 2012**. After this date the number of applications will be counted and if demand exceeds 125 then allocation will be decided by the Committee on a fair basis.

The models will not be available until the 6th May 2012 when both Clubs will release the models simultaneously at a cost of £55 each. Successful NSCC applicants can collect their models by arrangement at forthcoming events



such as the Slot Festival or Ossett, or they can opt for delivery by post at £5 for the UK (Europe £10 and Overseas £14).

This is an extremely short run of cars and as demand is expected to be high, orders will be restricted to one car per Club member in the first instance. Should any remain unsold, then applications for an additional car will be extended to the membership.

As you will see from the images, both clubs were keen from the outset to ensure that what was produced resulted in a model that was as far as possible in keeping with the original finish and style. Artistic licence has obviously played a part in the livery that adorns this model and I hope that you will agree that it will be worthy of pride of place on owners mantelpieces!

SO HOW DO YOU APPLY FOR ONE OF THESE CARS?

If you would like to be the proud owner of one of these models then please complete the enclosed application form and forward it to the NSCC Treasurer, complete with cheque/ payment information covering the total amount due. Alternatively electronic scan applications will be accepted by email to Chairman@nsccl.co.uk

Please note payments will not be processed until agreement on allocation has been made, so if you are not successful you will not get charged, cheques and payment details will be destroyed.■



The Jouef Years 1963 to 1980 Part 2

By Kevin Owens

Continuing on from last month's article of the Jouef years we now find ourselves in 1973 and what was a great year for new releases. With a rather nice Matra 650, a good representation of Ford's Capri, a lovely plain Porsche 911, a dragster and also a Go-Kart were all added to the range. Jouef would also tie in with Stabo to market their 1/32 and 1/24 scale cars and sets. These would have prominence in the 1973 catalogue. Unfortunately though 1973 would also see more cost cutting beginning to creep into the manufacturing process.



This meant driver figures would disappear, the beautiful chrome wheels would start to go and fixed steering was to become the norm for many models. But not all was bad news as new life would be breathed into the 1964 Ferrari and BRM F1 cars. They would be remoulded with front and rear wings, plus they would be sold in the Jouef starter sets. If you had enough mates another curve was added so you could now enjoy six lane racing!

The worst thing Jouef ever did occurred in 1974. To breathe new life into their models, each car would now come with a set of its own decals. As a Jouef collector these things are the bane of my life.

There must have been about 100 decals on



each sheet and I'm sure they used the same glue as they subsequently used on the Space Shuttle heat reflective tiles. They are practically impossible to get off and can "stain" the plastic. A collector's tip is to avoid cars that are plastered with decals.



On the plus side two really nice cars were released. A BMW 3.0cs1 and an Alpine 1600 Berlinetta. Early models had clear windows, which boasted a "weathered effect". The Alpine is perhaps the most scale accurate car Jouef ever produced.

1975 and 1976 were another two very lean years as far as new releases were concerned. Although a surprisingly good Lancia Stratos appeared in 1975 and a lovely no frills Renault 5 hit the shops in 1976.

Moving in to 1977, and it was yet another year of big change for Jouef. The rather brittle track which had been sold since 1963 was →



replaced by a more flexible and wider track. At a time of diminishing sales this must have been a big gamble. There were new and larger hand throttles released and there were also some nice cars to be had. The first all new Formula One cars since the late 1960s, came out. The Ligier JS5 and Ferrari 312T. The Ligier in particular is a very unusual model. A Porsche Carrera GT and a lovely Alpine A310 completed the 1977 line up.



But after 1977 it was becoming apparent that Jouef were on a downward spiral. The substandard Porsche 936 and Alpine A442 of 1978 did the company no favours, neither did



their electronic lapcounter which blew up in your face after only five minutes of use! However they were slightly redeemed by the passable Matra Bagheera.

In a "one size to fit all" exercise all cars were fitted with cheap grey wide wheels, which made some models such as the Ferrari GTO and Ford GT40 look ridiculous.



Yet more signs of strain in the company continued into 1979 as the range of cars available began to thin out. They did manage to produce two new models and these were actually very good indeed.

They were the Alfa GTV and a Fiat 131 Abarth looking resplendent in it's Alitalia livery. One last stab of creativity in 1980 could not





prevent the end of slot car production at the French factory. The range of cars available was cut yet again. But two new Formula One cars made the 1980 catalogue, a Renault F1 and the last new car ever, the Ligier JS11. New artwork was added to the sets and more track was included for better play value. Even the Jouefmatic idea was revisited in the guise of "Circuit Z".



There were definite plans to release a bright orange and a black Renault 5 Turbo in 1981.



Also a batwing version of the BMW. A couple of pre-production examples of the Renault 5 Turbo are known to exist in France. However, during 1980 all slot car production ceased at the French factory. The Jouef slot car brand did continue until the mid 1990s under the guise of the budget Far East manufacturer Artin. Having ceased production of slot cars, Jouef limped along manufacturing model railways and die-cast models until 2001, but suffered from a lack of investment and falling sales. Ultimately they were bought out by Lima in 2001 and as a result promptly shut the main Champagnole factory. This of course was followed by Lima struggling in the model railway world and thus by a quirk of fate the Jouef brand is now owned by Hornby who of course produce Scalextric.

So there ends the story of Jouef, during their time perhaps one of the leading brands and pioneers of slot cars, but as history shows all too often they became a casualty of the times, it is of course a shame as they did produced some lovely cars as I hope I have demonstrated in these articles. ■



Jackie Stewart's Matra Ford MS80

By Dave Wisdom

I bought this Charlie Fitzpatrick 1:32 scale Matra MS84 Betta Classic fibreglass shell some years ago with the intention of one day attempting to transform it into a Matra MS80; as used by Jackie Stewart to win his first Formula One world title back in 1969. I was finally moved to start the project when my local club (Tyneside Slot Car Club) began running a couple of F1 classes, both modern and classic. The rules enable boxed, modified, kit/scratch build cars to be used with a maximum motor restriction of 22k. Therefore it was the classic F1 class that finally inspired me to make use of the body shell and embark on a project I've wanted to complete for a long time.

The first stage of the build involved a little re-working of the shell. This included removing most of the hindquarters and inner cockpit area. The 4WD MS84 had a number of 'visual' aspects distinguishing it from the MS80 as well as the obvious technical differences. I don't have the exact dimensions of either car, but from looking at the photos I used as a guide, the 84 appears a little larger than the 80 and Tony Condon (author of 'The History of Electric Model car Racing in Britain') informs me the 84 was of a space frame construction, as opposed to the 80's monocoque. The most visual difference was perhaps the 84's exhaust system which ran over the top of the rear axle.



The original body shell before modifications



The body shell after modifications

The said exhaust detail was removed from the original shell to make way for the more conventional exhaust manifold and tail pipe exit route. I also removed what rough detail there was of the outlet trumpets to allow for replacements. Finally, the cockpit area was cleared out to make way for the top half torso of a replacement driver.

Fibreglass body shells are reasonably easy to work with, but they do require care, as the material can be very brittle. The process also requires a high degree of health and safety awareness and dust mask/eye protection should be worn at all times when cutting and drilling. In addition, work should be carried out in a well-ventilated area.

Once all the excess fibreglass had been removed the body was then prepared for mounting onto a chassis. For this project I used a Penelope Pitlane 'In-Line Competition' brass/nickel unit. The chassis has a number of location points for attaching body shells. For the Matra I used the forward location point just behind the guide pin section of the chassis. The 'reduced' body hardly weighs anything and can be fixed firmly in place using the single mount, so there was no requirement for a rear mounting point, which is fortunate, as there isn't really anywhere to attach a mounting post at the rear of the bodywork. Once the measurement for locating was confirmed and the wheelbase aligned, the mounting post was glued into



Aligning the chassis

position within the bodywork by first tacking in place using a small dab of Superglue and then fully secured using 2-part epoxy resin.

The front and rear wings were made using Plasticard, carefully cut to size and shaped accordingly. The front wings are linked by a length of wire running through the nose cone to help durability. Any gaps were then filled using modelling filler. I also increased the height of the cockpit sides by a couple of millimetres using Plasticard. A small section of the cockpit sides were removed to fit the additional small screens enabling the driver to view the rear view mirrors. The main screen was formed from a piece of transparent plastic.

The body was then given a clean down in warm soapy water and left to dry. I applied several coats of Halfords' grey plastic primer and once fully cured, was gently sanded using fine emery paper. The body was then cleaned



Front and rear wings attached and body primed and ready



Close up of nose cone detail

down and prepared for the final topcoats of gloss. Halfords Ford Monza Blue is a pretty good representation of the old Matra blue and three coats were applied.

The Matra International Team cars were often distinguished by their nose cone; Stewart's was usually painted plain blue; Beltoise's was blue with band of white on the leading edge. As this model is not based on any specific car, I decided to go with a 'white band', as occasionally JYS would end up using the spare, or JPB's car in a race. The white band around the cockpit and nose were painted by hand. It would have probably been better to mask the areas and applied the white using an airbrush or spray can, but as the car will be used for club racing, I was happy with its appearance. The front wings were covered with 'aluminium' bare metal foil and the wing end plates cut and filed to shape using thin tin sheet, as were the rear wing endplates.



Close up of the business end



The chassis complete

The engine and suspension details are taken from broken up bits of current Scalextric Classic Grand Prix cars. It's a pity these are not more readily available as spare parts, as they're very useful for finishing details. The outlet trumpets are Maxi-Model parts. The tailpipes are made from alloy tubing and given a 'burned effect' using a Tamiya weathering kit. The wing mirror stays are cut from tin sheet. I left a small 'pin' section of tin to push through the bodywork to secure in place. The mirrors themselves are 'rubber' spares supplied with a Pioneer Mustang. The driver is a combination of bits from the spares box. JYS's tartan band was hand painted (not too brilliantly) along with the rest of the driver and details.

The wheels are a combination of Penelope Pitlane fronts (the alloy Scalextric GP replicas) and Maxi-Model rears. The inserts, although not clearly visible on the photos, are 5 spoke scale 13" resins from RS Slotracing, which are a good match for those on the real car.



Chassis and body ready to be reunited



Two views of the finished car in all its glory

Once everything was firmly attached, cured and dry I then applied the decals. These are a combination of DMC and Pattos. Everything was then sealed with several coats of 'Klear' varnish and left to thoroughly dry and harden for several days.

I'm happy with the way the car looks, even though it's not a genuine 'MS80'. Its run a few test laps at the club track and performs reasonably well; the weight of the chassis and Slot.It Boxer motor aiding the handling and giving the car a well balanced feel. Still some tweaking to do before it lines up for its first race, but I'm hopeful it'll be on par with the local competition. ■



The Matra in the pit lane

Me and My Magazine Collection

By David Yerbury

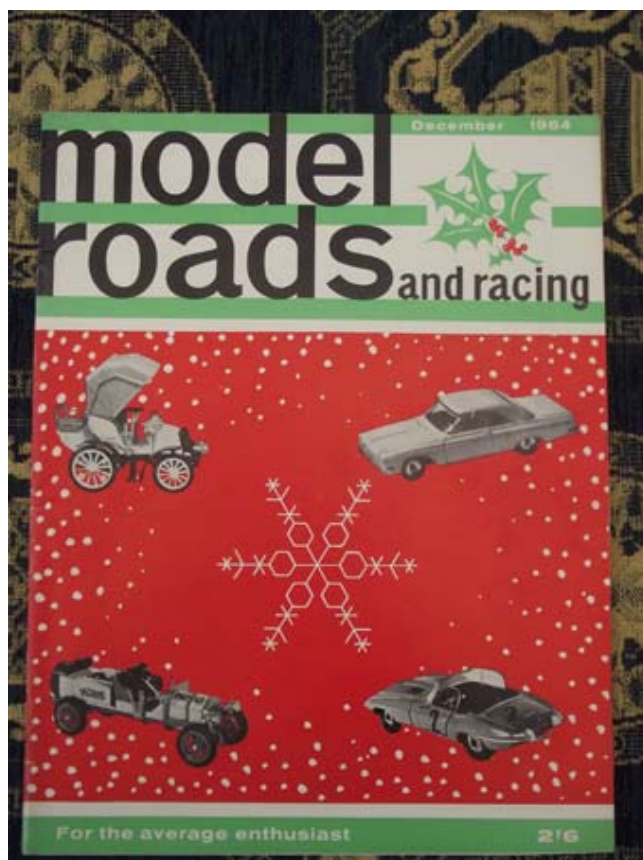
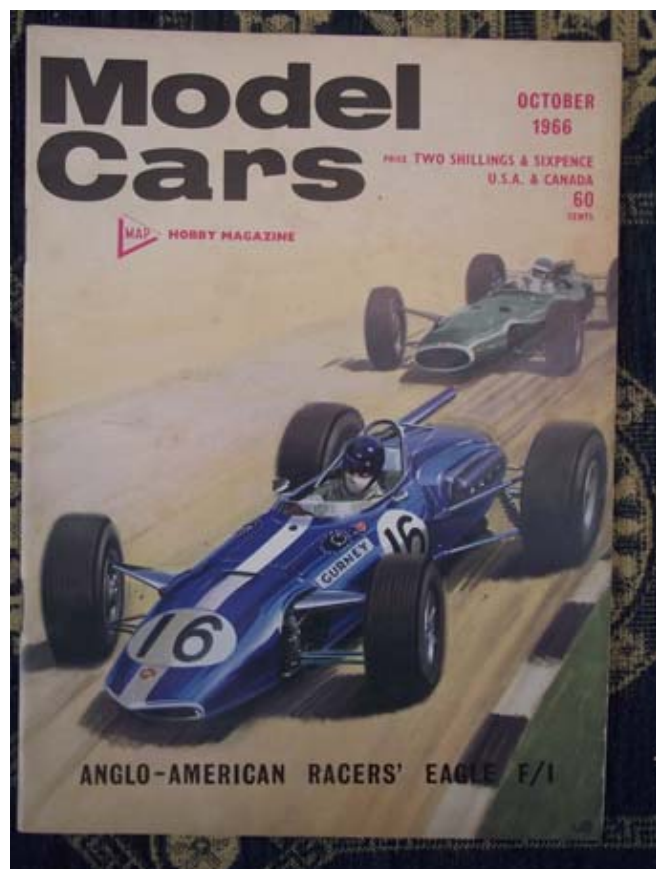
Like most NSCC members Scalextric is in the blood. Being an older member, my first experience of it was it being brought out on a Sunday afternoon for a few hours on the dining room table. How times have changed, I am sure many members today have their own permanent layout or are members of a slot racing club?

My interest was rekindled in the hobby in early 1981 whilst advertising for cars in the Auto Modeller magazine. I had received a reply and through this found out about the NSCC and have been a member ever since. Over the years I have owned most of the rare Scalextric cars to be found except an original Bugatti (one day?) and had amassed a good collection.

About 12 years ago my circumstances changed and I moved to a small Bungalow. At this time I was also making Vac-Formed bodies and due to lack of space one hobby had to go. I

was very sad to break up the collection but it had been fun owning some very nice cars. The Vac-Formed bodies had done well but I decided a change was needed so I started to make Fibre Glass and Resin bodies. This was mainly for my own amusement trying to fill in the gaps left by other manufacturers. Fortunately I managed to sell a few to keep the costs down. At the same time it is always handy to have scale drawings for model making so I started collecting old slot car magazines for this purpose. It sounds easy but like all collecting it is not all plain sailing. Remember some of these magazines are nearly 50 years old and depending on their popularity can be hard to find.

The first magazine I collected was Model Cars probably the most plentiful of all. This was easy and in no time I had managed to compile a full set. These were found in old bookshops and other collectors. After that and the ➡





found a chap selling what I had assumed was a full collection, so that was that and I had got the lot or so I thought. When the magazines turned up there was one missing, when questioned, he advised me he would find it or compensate me for it being absent. Well needless to say he never did find it and so after nearly five years I still have failed to find that missing copy of the magazine, it was at times like that during the endless searching that made me seriously doubt my sanity. I did see one on eBay but got sniped, typical! I have searches out on eBay and I have

introduction to the modern world with a home computer I started to look for magazines on our old friend eBay. The next magazine I collected was Model Roads and Racing, I was very lucky and managed to secure almost a full set from one dealer. There were only fifteen copies of this magazine but it took me nearly two years to find the one that I was missing. This is incidentally a good early magazine with some interesting features.

The next magazine I set off after was Miniature Auto as I had a couple of the originals from the day. This proved relatively easy as I managed to buy nearly a full set on the net complete with binders. I do not think anybody wanted to pay the large postage cost so they were picked up quite cheaply. The missing two magazines from this collection were run down quickly on the net. I realised that there was a gap in the collection this being Miniature Auto World that ran from January 1965 to April 1966 after changing its name from Model Roads and Racing. Now this cannot be hard as there are only sixteen issues. Well I got off to a flyer and found a few as usual on eBay. Soon after I

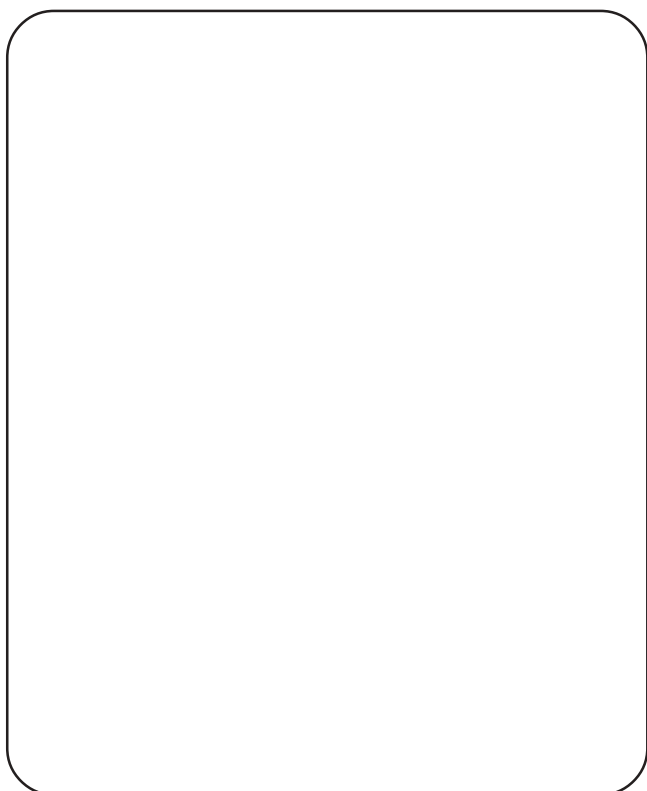


in the past annoyed a great many people in my fruitless search for this elusive magazine. I do just wish I could find it and get on with something constructive.

So if there is a Fairy Godmother out there that would like to make an old bloke happy I

would love to hear from them. The offending item is MINATURE AUTOWORLD from SEPTEMBER 1965. This would give me a full run of magazines and close this chapter on my collecting.

For anyone interested here is a list of slot magazines from the post war period. Firstly was Model Cars, consisting of twenty four issues in total and published from October 1946 to September 1948, this then became Model Maker and Model Car until April 1964 when it became Model Cars with a total of one hundred and five issues and was published from April 1964 to December 1972 when it became part of Scale Models. Model Roads and Racing had a total of fifteen issues and was in publication from October 1963 to December 1965, it went on to become Miniature Autoworld with sixteen issues, running from January 1965 to April 1966 and then becoming Miniature Auto and running from May 1966 to September 1968 with twenty nine issues. This was then taken over by Model Cars. ■





I start my chat this month in a rather reflective mood, I'm sitting with a borrowed laptop in bed (I know not a pleasant thought!) trying to psych myself up for three night shifts (Blahh !) and as part of that process reviewing in my mind 'What's it all for?' Well the night shift bit is easy, earn money to pay bills, keep Mrs. C and the Horrors happy and hopefully have a bit spare for some more toys! In terms of the Club I look at the effort put in by a team of unpaid anoraks, whoopy freuds and eccentrics and see the great fruits produced. The Journal is the longest established slot magazine and it keeps steaming on, thirty plus years is quite a record! Thank you Jeremy, our dedicated Editor for holding the helm and keeping her steady. Over the past few months we have seen the Club deliver a Swapmeet at Milton Keynes, the Snow Effect Jaguar and this month you will see the very limited Ninco AC Cobra offer. If all goes to plan next month we will reveal the next Club Car which should be with us soon. Let me now take you through some of these borne fruits.

NSCC Swapmeet at Milton Keynes

The promotions team worked very hard to produce this event which was supported by members and traders alike, THANK YOU ONE AND ALL you made it a great success. To get so many people to attend an event in the

current climate was excellent, three quarters of whom were not members. The table space was sold out weeks before hand and many members took advantage of the day to sell off surplus as 'many a poacher turned gamekeeper'. The promotional car made for the event was sold out and disappointed faces had to be turned away, so if you were a member hoping to get one then I'm sorry but the Club has none left and you will have to look elsewhere. Three examples were quickly placed on eBay which made some profit for the members involved, I'm not always comfortable seeing items quickly sold on like this especially when there are members who could not get one. However I respect the other side of the coin which is we all like and need to make a little money and cars sold on do give opportunity to others who could not attend and they act as a great advert for the Club and hobby. For those wanting to avoid missing out on the matching sister promo car then it will be available at the Northern swapmeet at Ossett. Once again thank you to everyone who supported Milton Keynes swapmeet, for those that missed it or were not involved, put it in your diary, 17th February 2013 and help start spreading the word now.

NSCC Snow Effect Jaguar – Applications Closed



I really like unusual items and to me the snow Jaguar has been something different and unusual to add to the stable, and the fact it was launched just before the snow really arrived,

meant with such predictions we could have perhaps made Michael Fish redundant? The extended closure date for applications allowed approximately ten members to get added to the production list and I heard some fantastic excuses of why applications were not made! Wives favoured highly as excuses and not for carnal reasons, '*the wife forgot to post it*' appeared more than once! Now here is the bad news, if you have not applied for a Jaguar then you have now 'missed the boat'. Once all orders are completed we should see a total production of around 60 cars and certificates will then be made for each car as additional provenance of this very special edition.

Ninco AC Cobra 50th Anniversary – UK Cobra Replica Club

In this Journal you will see this Limited Edition car advertised and how you can apply to try and get one. Our Club has been actively trying to forge links with other clubs and I see this as a very good way of obtaining additional benefits for all involved. The funding required to produce a Limited Edition car runs into the ten thousand pound plus bracket (£10K being a very short run model) and by undertaking joint ventures clubs can have more products. We will review how this project goes, it really is a first for the NSCC as we have joint financed a car with another club. No doubt we will be damned if there are not enough cars and feel like committing Seppuku if they don't sell, this though is something new and we need to move the boundaries of opportunity to get the best for you as members.

Ossett Swapmeet and Car Share

Sunday 15th July 2012, be there or be a party pooper, tables are already being booked so if you would like to try your hand at selling then please let me know. Email chairman@nscc.co.uk or leave message on my yet again new Chairman's Phone number.

Car Share - One suggestion passed to us by a member (Thank You Steve) is the concept of car sharing to venues especially events like Ossett which by design to accommodate members in one region become less accessible to others. This seems like a grand idea Gromit and one that

could save loads of dosh or make the event you could not attend a possibility, so if you would like to share a lift then let me know and I will try and co-ordinate those interested in trying this. If demand is high enough then we could consider placing car shares adverts in the Journal or maybe on line if it's viable. I will start the request does anyone have a spare seat going to the Caribbean to indulge in a tour of sand, sea, over proof rum and slot car shops? Seriously though why not car share with another member to Slot Fest, Orpington or think global with the Dutch or Spanish swapmeets? (Sun, sea, sangria and slot cars....sounds great!!).

Other News and Ideas

My furgling phone – Do you ever think you have just got something sorted and then pow your back to square one? Several months ago I announced a mobile phone number so I could be contacted as several people asked for a telephone contact for the Chair. This was a great plan until O2 - service provider of the year killed off the sim card as it had not been⇒⇒



Members
Adverts

BITS & PIECES

No Shipment from Spain this month, however there is news from Gareth of one SCX release which may interest members. This being a Limited Edition (1/2,000)car made for Spain only.

Which is a special commission made for the Taxi Drivers Guild of Barcelona - Ref; A10073S300 representing a Spanish Taxi with rear female figure/passenger modelled on a Seat 1430 in black and yellow with a green light on the roof.

A black and yellow Scalextric model of a Fiat Ritmo, shown on a red base with the 'Scalextric' logo. The car is a two-door hatchback with a black upper body and a yellow lower body. It is positioned on a red base that features the 'Scalextric' logo in white and red lettering. The car is angled towards the left, and its wheels are visible. The background is a plain, light-colored surface.

Hello to you, I hope the year is going swimmingly for all of you. This month we'll kick off straight away with two items to bring to your attention. Item No. 120849664540 Scalextric QuattroX-Xanavi + pit girl + digital, which finished with 13 bids and sold for £103.00. Following the same theme, Item No. 120857759268 Takara RAYBRIG NSX 2004 Scalextric QuattroX REF; QX03 finished with two bids only to sell for £62.00. One other I observed is item No. 120858021198 QuattroX Supra, AU Cerumo + pit girl which again had 13 bids but sold for £89.55. I can see from the above, that a few people in the future are going to have some very valuable commodities on their hands.

I now have two items, which confuse me somewhat. Item No. 220926390453 and item No. 220926389325, both from the same vendor, both BIN, both £300.00. Why? Both are very presentable models, although they do appear to belong in the toy cupboard rather than anywhere else and £300.00 a piece for a toy of this size appears an awful lot of money, without adding the cost of the equipment and systems required to make them work. Both are described as "very rare STS Land Rover Camel Trophy", one black, and one orange. Neither sold (not surprising in my view).

Spanish Fly or should that be try next, with five items, and all from the same vendor in Spain. BIN prices being asked on all were £44.00 each for three, £45.00 for one and £55.00 for the other.

Item Nos. are 280802716878, 280802716079, 280802713605, 280802712606 and 280802711114. All were, I think, models of the Fly MARCH 761 GP Canada 1977. None was sold, probably because they are still available at the dealers and outlets at less than what is being asked here.

Another item from an overseas seller, Slot.It this time 1/32nd scale. Item No. 310370826883

from the Netherlands, being a SLOT-IT PORSCHE EURO CHAMPIONSHIP WARSTEINER BLUE, BIN price £350.00. Not sold.

Finally returning to Spain was Item No. 280802736174, Fly Williams FW07 GA, BIN price £75.00. Not sold.

1/24th

This month has seen a plethora of models in 1/24th scale arrive in eBay (I thought I could have got away with condensing these, but there are far too many to talk about).

Item No. 150748071525 Ferrari 250GTO, starting price £75.00. What a darling of a model! People lust after these things, I'm sure, I know I do, but it did not sell.

Item No. 150748070864 Ferrari 250 Testarossa, starting price £75.00. Again, what a gem! Similar to the last item and again no bids and thus no sale.

Following that, two more, Item No. 150748069220 a Porsche 962 and 150748066723 a Ferrari 330 P2, starting prices £75.00 each. Again two very fine models, most acceptable but again no sale!

At this point I was losing faith. Then I came across Ferrari 250 GT "Breadvan", item No. 150748065234. An exquisite model and sold for £75.00. Faith restored. I guess they were saving up their pocket money? This was followed by a Lotus 40, item No. 150748063869, 6 bids in total and sold at £108.78. Then another from one of the iconic racing era's, a Mercedes Benz W154, item No. 150748062754, 1 bid only, sold for £75.00. Now, three interesting items, in the shape of three Scalextric E-Type Jags, all in 1/24th scale. First, in green, item No. 180811194272, BIN £900.00. No sale. Second, in white, item No. 180811199095, BIN £900.00. No sale and finally, Third, in red, item No. 180811203476, BIN £2,000.00. No sale.

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Finally on this subject, I have come across four more 1/24th scale items, all scratch built. Item No. 150748061162, a McLaren M1A, 1 bid only and sold at £75.00. Item No. 150748059267, a Ferrari 250 LM, 1 bid only and sold at £75.00. Item No. 150748058165, a Cunningham C4R, 10 bids and ultimately sold at £128.98. Finally, item No. 150748056632, Aston Martin DB3S, 7 bids, sold at £167.98.

All these items deserved to fetch the good money they did, as they were all in good condition as per photographs.

Now, speaking of scale, I came across Ferrari Dino 196 SP Barchetta, 1 bid £10.00. I thought of adding another £10.00 on this, as I am a Ferrari collector, but then I thought it wouldn't fit into my study. Never mind, it finally went for £95,100.00. Scale, of course, was 1:1.

While browsing the Scalextric and Slot car category, I spotted this, item No. 180818222990, 4 bids and £17 saw it sold, but it was an LG washer/dryer, model WD14311RD. I am starting to lose my faith again, but still perhaps a bargain?

Back to 1/32nd scale, next, item No. 250976412252, the ubiquitous Mini Cooper in Twiggy livery, BIN £79.99. Did not sell. Now we have three other Minis, item Nos. 130632123601, 130632129045 and 130632130197, all BIN, and respectively, £385.00, £135.00 and £145.00. None sold.

Scalextric Old And New

The next item has a very important part in my memory. When I was 15 years old I passionately wanted/desperately needed one of these, but Mum refused. It was quite a lot of money for the time. This being Item No. 180805117454 a rare Triang/Scalex MM/A224 RUBBER PADDOCK BUILDING, 16 bids and sold for £72.00. Oh well, c'est la vie!

Next on the list, I observed two rather rare items. First, Scalextric vintage paddock, reference A251, with fences/gates. Price £33.22, after 9 bids, sold for £56.00. Second, a custom Scalextric classic track hazard, (PT73 hill climb track), sold at £29.50. Like the classic paddock previously mentioned, items you very rarely see.

Following on, rare Scalextric Ferrari 308GTS,

NSCC Ltd. Ed car 2011, sold at £155.00. Superb profit made here. Next item, vintage Scalextric Porsche Spyder C61, sold at £216.00. Again, superb money for such a model.

And now here we have Scalextric offering of a McLaren MP4-12C as their club car for 2012. This one sold for £46.99, which is not a bad price at all, but doesn't compare with some of the results of between £70.00-£120.00 that we have seen lately for this item.

The following two items are also Scalextric. First, item No. 260952585121, Triumph TR7, white, C130, boxed, ex cond, 17 bids, sold at £101.00. Second, item No. 260952561907, Triplex Rover V8, boxed, ex cond, 13 bids, sold at £52.00. OK, so the two items have got boxes, they are also described as being in excellent condition, but, unless they are, for some reason, very rare, why are they fetching so much money? You see more TR7s in piles of wreckage these days advertised as spares. The model itself, to my mind, is a very poor resemblance to the real car. Both items seem to be from the same vendor, who has made a tidy profit.

Now For Something Completely Different

Item No. 160735433946, Le Mans 24-hour racing set, very rare, special personalised edition. 1 bid and sold for £29.99. Pick up only. Oh dear! What has happened here? It appears that somebody has sold on eBay a potentially valuable auction item. I wouldn't like to say what it is worth. This particular edition was produced for Teng Tools, mainly for the staff, and the production run was reportedly extremely small. It appears on the face of it a bit of a bargain, but this is what auctions are all about.

The next object item No. 200708839169, old stock, Elf Tyrrell P34 6-wheeler, by Strombecker, best offer on £150.00 free shipping. But it was not sold. I feel a little sorry about this, as the vendor claims it is mint condition, and I agree with him, looking at the photograph. To my mind, asking price was very fair.

On my further travels through the auction, I came across three more Scalextric items, Item No. 200710878702, C126 Lotus 77, mint, in



original box, BIN £30.00. Sold. It is nice to see this model still attracting buyers for good money, although it has to be in mint condition. Item No. 190637114578, C136 Ferrari 312T3, BIN £45.00. Sold. Again, it is good to see the old classics doing well, and making a nice little profit for the vendors. Item No. 330667362545, C2970 Ferrari 250 GTO, BIN £79.95. Not sold. I think someone was chancing his or her arm on this one. The model is a beautiful one, if in good condition, and, sooner rather than later, will be changing hands for this sort of money every week, but not yet.

Next we have, Scalextric “vintage” seated grandstand figures X 25 - painted. Sold for £56.00. This, in my view, is quite a high price for just 25 figures. Another thing is how “vintage” are they? If they are really true vintage figures, they will appear to be on the large side in height, because early Scalex was 1/30th scale. I wish vendors of this subject would declare what scale they are.

Scalex Job Lot of 18 cars + Track Spares etc. WOW L@@K. Current price £80.00 Not Sold. I am not surprised; some of the punters on eBay seem to be getting cheeky with these items as they increase in numbers. Another Scalex item seen was a Parmalat Brabham, Good Runner unboxed. With 8 Bids it hit £42.00 and was thus sold. That’s what we like to see, a quality piece at a sensible price. I think that on this one everybody is a winner.

Finally a reportedly rare Scalex Datsun 260Z Plain Red “Rare” MIB 20 Bids £56.00 Sold. If it is actually rare, it is a good bargain for the buyer.

Bargain of the Month?

Was it the Spanish Club car or the poor description effecting bidding on a Tuesday morning? As only £44.55 was needed to secure the Scalextric 2011 range presentation car if you spotted item 150741130841 “C3236 Audi R8 LMS”. ■