



No. 364 OCTOBER 2012

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Kits 'N' Bobs.....	13
Fly On The Wall.....	17
Forza Slot.It.....	20
Lord Drayson.....	23
Carrera Corner.....	27
NSR Review.....	32
Tyneside Slot Car Club.....	34
Scalextric Review.....	37
Chairman's Chat.....	40
Ebay Watch.....	43



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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

A Correction & A Little Competition

This month I must start with a correction to the September Journal, as requested by Stephen Barber relating to his election address. He has asked that I point out where it is stated in point 9 on page 37 of his address that he “agreed” to the taking over of the Milton Keynes swapmeet, in no way did he need convincing or persuading of this course of action and he always thought it a good idea and a way of ensuring the survival of this event, under the guidance of the Club.

His election address I would like to point out, was also edited after it was felt some of the content was not entirely correct as it was presented and also contrary to the recollection of events to which they referred by some of the other Committee members and also because some of the statements made within it related to past issues in the Club, which have no bearing on the current situations within the Club and would do little to assist the future of the Club other than potentially causing further acrimony within the Club today.

Given the above and also the issues raised in connection with the return of the ballot papers, a new ballot paper is contained in this Journal and we have also changed the return address for votes, Andy Carmichael within this month’s Chairman’s chat will elaborate further.

Now moving swiftly on, a little competition this month, to win one of two 2012 Slot Car Portal discs donated by Adrian Norman, the question is simple, the answer being in the September Journal, so here it is -”who did I approach at his year’s Goodwood Festival of Speed from Drayson Racing Technologies in order to ask if Lord Drayson would become Patron of the NSCC? The competition is open to all members (except the Committee!) and send your answers via post or email to me at the address to the left, finally the closing date for entries is the 15th November 2012, and the first two correct entries out of the hat/ bag/ bucket or whatever will win - simple!

Until next month.

Jeremy



MESSAGES FROM MARGATE



email: factory@nsc.co.uk

By Pete Simpson

Even though I get to see the earliest examples of each prototype when I visit the factory, it is still a pleasant surprise when the latest release is found on the doorstep when I return home from work. Even better if the parcel contains several models and I get home first! A few months ago I reported on the set and one of the SR versions of the new rally cars, the Mini and Fiesta, but at the time the HD solo release versions weren't to be seen. Needless to say, both are very similar to the cars first seen in May, with a few minor discrepancies corrected and a weathered effect added. Fortunately I had a circuit set up so was able to give the pair a run: both lapped faultlessly straight from the box, clinging on through the twisty bits thanks to magnetic downforce. Having spent the last year racing at Croydon Scalextric Club (well, crawling around trying not to fall off) without magnets it only took a few laps for boredom to set in. Both ran very well, being nicely matched, with repeatable sub 2.5 second lap times: further pushing-on simply resulted in the car flying off the track. Neither could be faulted for smoothness of running or gear mesh with the decoration



creating two attractive models. The lights add to the fun but are of little help when trying to find the cars when they do eventually disconnect from the rails!

As these are mine I was able to take them apart, something not really acceptable when at Margate. The first operation was to remove the magnets, quick true of the tyres, reassemble and give them another try. Wow, what a transformation! The two cars could now be drifted around the corners in sweeping, controlled slides: the magnets certainly didn't seem to have disguised any vices in the running gear, as both remained smooth and quiet. Although the lap times were much increased, so was the fun factor. Despite the slightly ungainly appearance of the Mini, the two cars are very well matched. Gradually, by applying power carefully, the lap times were reduced and got fairly close to those achieved with the aid of artificial downforce.

I must correct a couple of typographical errors in last month's report. I managed to misquote a "C" number: the 50th anniversary MGB should be C3270A, not C3324 as stated. It is the USA-only Ford GT in Gulf livery which is allocated C3324. I'm sure several readers⇒⇒



spotted this, but many thanks to Roger Gillham for questioning my entry. Whew, imagine if I'd been responsible for incorrect data in Roger's next book!



The first car that caught my eye at Margate this month was a white 1969 Chevrolet Camaro, C3221, of Todco Racing. I was struck by a sense of déjà vu and had to refer back through previous articles to see if I'd mentioned it before: nothing. When I picked it up to take a closer look, and to check the sign-off date on the base, I got a further surprise as it was marked 11/11.



This was even odder, as the catalogue showed it as being new for 2012. Once I got home and checked through past visits' photos I discovered that I had seen an example in December 2011 and eventually realised that it was one of the 2011 cars that had been deferred to 2012, hence the "New" catalogue identification. So, I wasn't going mad after all! Amazingly it had never been displayed on the rack when I had visited each month since. So I can now report that it is currently available and probably has been for several months. It's not exactly the most inspiring livery ever seen, but appears to be an accurate representation of the car owned by John Todds and driven by fellow Canadian Craig Fisher in the Trans Am races of 1969 – not always with the number 7 added to the bonnet. The only obvious detail that is missing



from the Scalextric model is the fuel filler which should protrude through the boot (sorry, trunk) lid. As an older moulding, be aware that, although this is a High Detail release, this car is not DPR.



To complete this year's Rally car releases, there is the Eddie Stobart sponsored Fiesta of Matthew Wilson, son of Malcolm and Scott Martin. Just like the trucks, this one carries a girl's name: Elaine Katie. From what I found on the WWW, it appears to be a good representation of the car as it appeared at the Rally of France Shakedown in September 2011; I couldn't find any images taken during the actual rally to confirm the livery. This version replaces the car



illustrated in this year's catalogue but uses the same model designation, C3284, and remains an SR version. Don't forget that it would be easy to upgrade it to HD by using any of the other detailed versions as a donor for interior and glass.

This was very much a month of new models coming along in pairs as many of the cars achieving the sign-off stage were accompanied by a natural companion.

In addition to the Mini and Fiesta detailed above, other pairs included Beetles, Australian V8s, Star Wars Speeders and McLaren MP4-12Cs.



Not only was the 2009 Peking Rally Beetle that I mentioned a few months back available to photograph, but so was a hitherto unexpected version produced at the request of the USA importer: to be released as C3362. For those not content with waiting for Scalextric to produce a version in their preferred color (USA only remember), owners will have the opportunity to purchase a plain white example to respray in any shade they desire. The car is supplied assembled and painted, rather than in plain plastic.



Dismantling for spraying is straightforward with very few parts to be removed – the wing mirrors are supplied in a bag attached to the underside of the box. Although this model cannot be purchased from the normal retail sources, watch out for it being listed by those on-line traders that import the non-UK releases.

The green rally car announced a few months ago, C3361, is sure to catch the eye of classic rally fans: the colour certainly captures the feel of the early version.

It makes a nice companion to the road car already released this year.



If Star Wars collectors perform as expected and clamour for any related merchandise, then these two should sell very well indeed. The purchase of the Star Wars "Battle of Endor" set, C1288, will provide acceptable versions of Speeder bikes but the highly detailed versions⇒⇒





are only available as solo releases. Due to their size they will not be in the current style of case but will be packaged in boxes similar to those used for the Moto GP models. I couldn't remove them from their bases as they had been wired into position, presumably as the normal retaining screw would not fit the Speeder chassis in an appropriate position.



This year's Australian V8 Supercars had just been approved for production so I was lucky to be able to photograph the two cars as described in the June Journal. Alas, the Holden retains the older non-DPR chassis, so for the second year running Ford fans get the



advantage. Even in analogue racing, the Fords have the advantage as the revised chassis is far superior to the Holden's. As a reminder, the two cars are the Ford Falcon FG, C3321, of Stone Brothers Racing and the Holden Commodore VE, C3322, the Vodafone sponsored number 888 of Craig Lowndes. Both look as imposing as the real cars and make varied additions to the growing range of the Aussie racers.



Last of this month's pairs is the two versions of the McLaren MP4-12C GT3. These are not quite as presented in the catalogue: the number 59 car becomes a SR version, C3281, whilst the HD version, C3187, is treated to an altogether more interesting livery as a Gulf sponsored version.



The HD version is a generic GT3 race car rather than the Von Ryan car depicted in the catalogue whilst the Gulf car is that of Danny Watts as driven to third place in the 2011 GT race that supported the Macau GP. The only error that I've spotted is that on the real car the door mirrors are a different shade of orange to the main body colour.



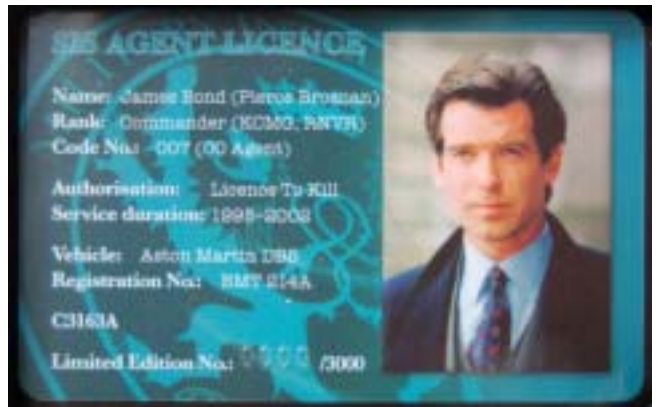
If you thought the original 12Cs looked good, then you'll certainly like these two. Over the summer the basic cars have been treated to a course of steroids and have emerged as true race cars.



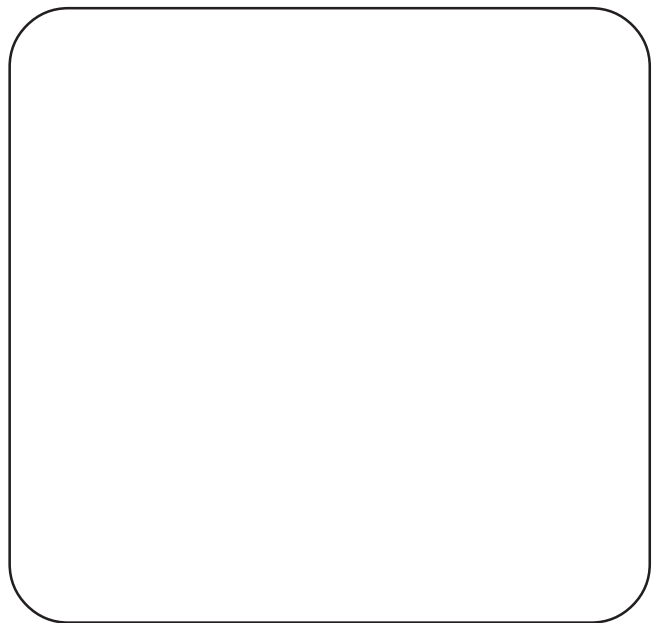
Hopefully the photograph showing the latest SR orange car alongside the earlier silver street version make the differences quite clear.

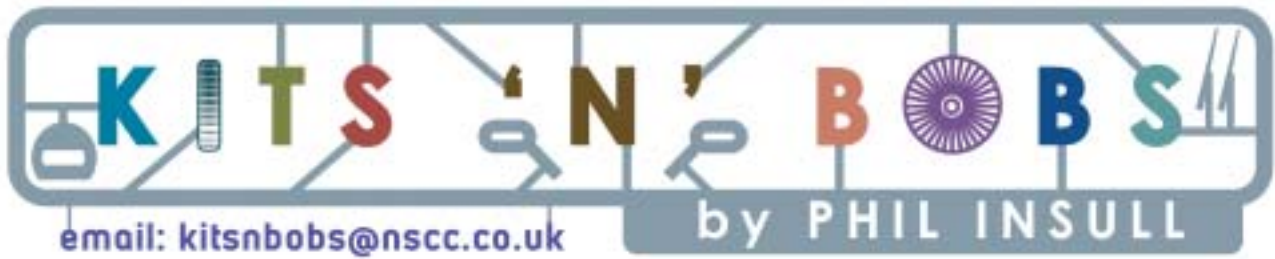


The third, and final, James Bond Aston Martin Limited Edition release was all packaged and approved, and looked very nice. This is the Golden Eye car, registration BMT 214A as driven by Pierce Brosnan. Now, don't you wish you'd bought all three when they came out? Already prices for the first version are starting to escalate beyond the £100 mark, if eBay prices are to be believed.



So, that's it for another month; with only a few models that I have yet to see, it really is looking encouraging for Scalextric to get all of this year's cars into the shops in time for Christmas. ■





First up the new Penelope Pitlane's 1968 /69 Matra Cosworth MS10 kit is now available both direct and from Pendle Slot Racing, this superb kit will enable the builder to reproduce any number of variants including Jackie Stewarts successful 1969 inaugural World title, while the 1972 Niki Lauda March Cosworth 721X should I'm told be available by the time you read these words. Steve informs me that on these and future releases numbers will be limited to the quantity produced from the first moulds (somewhere between 70 to 100 kits) and once they are gone they will no longer be available unless sufficient additional demand makes a second batch economically viable. Similarly existing body kits from Penelope Pitlane will not be reproduced once stocks have

gone unless enough demand warrants it however Penelope Pitlane will retain the tooling and rights to future production. In short then get them quick while you can! Steve also has new Rothmans decals available for people who wish to purchase his excellent 6-wheeler chassis for the Scalextric March and do a proper job on the livery; I'm also hoping that if enough pressure is applied Steve will produce the Williams 6-wheeler body at a future point in time.

NSCC's very own Mr. Slot Rally and SCX Gareth Jex has now produced his own Limited Edition Skoda Fabia S2000 with a number of decal liver options such as the Novikov and Mikkelsen cars from 2009/10. If you want one of these Limited Edition kits contact Gareth but again hurry as I expect they will sell out fast. >>



Gareth Jex Skoda Fabia S2000 Andreas Mikkelsen



AA Bodies Nissan Delta LM 2012

My David Yerbury AA BMW 328 and Nissan Delta LM are coming along both bodies having been primed and had the first top coats of paint so hopefully pictures of the completed cars will be ready next time but here are photos of David's cars.

Steve Francis and Martin Field of FF Models have released a 1963 Huffaker Genie Mk8 body kit, which I have bought and plan to produce the car driven by both Pedro Rodriguez and Dan Gurney.



AA Bodies 1939 BMW 328

My friend Graham Poulton of GP Miniatures has limited numbers of his new Aston Martin DB4 and DB4 GT available with decals for the GT to produce the 1959 Le Mans and 1960 Goodwood TT or Paris 1,000Km versions (please specify when ordering) again hopefully I might get mine built for next time, but here is another photo of one of Graham's own cars. Rounding out my UK connection



GP Miniatures Aston martin DB4

I was hoping to have my Nonno Slot Ferrari 126C2 available to show you but it is still on route at the time of writing, however they are branching out from F1 with the announcement of a new McLaren M8D Can-Am model which can be done in a variety of liveries and should be available this month. I have however managed to finish my Gerhard Berger Ferrari F187, Alain Prost McLaren TAG MP4/2C and Johnny Cecotto's Toleman Hart TG184 and has depicted them here at Wolves with my earlier Lotus, Brabham and Toleman. Staying in Italy





My Nonno Slot F1 cars

we have some kits and RTR cars from F-Slot who have a superb Tyrrell P34 in both 1975 or 1977 body styles and liveries, along with 1973/4/5 versions of the McLaren M23 and both 1969 Works (Jacky Ickx) and Williams (Piers Courage) versions of the Brabham Cosworth BT26.



F-Slot Tyrrell P34 1977

Le Mans Miniatures have announced that they plan to produce the 1965 Ford GT40s complete with rear fins as both the #1 McLaren/ Miles car and #2 Phil Hill/Amon car which both retired with gearbox failures after four and seven hours respectively. They are also producing the 1967 JW Automotive Mirage M1 Fords as the #14 Piper/ Thompson and #15 Ickx/ Muir entries which both dropped out with engine problems after five and four hours during that year's race. In addition they have done another in their famous figures range with Ettore Bugatti joining the trackside range. While MMK have now released their latest opening



Le Mans Miniatures GT40 1965

bonnet/ engine detail car with the 1933 Alfa Romeo 8C 2300 as the #11 car of Tazio Nuvolari/ Raymond Sommer which was victorious at Le Mans that year.



MMK 1939 Alfa Romeo 8c 2300

There is another new manufacturer in Europe called SRC Cars with plans to produce a Porsche 907 in both short and long tail variants and a Capri RS2600 both in plastic, and in resin with the aim to do the 1979 Ferrari 312T4 and Renault RS10, more news on⇒



MTR32 Porsche 908/3 Team Salzburg



Revell Monogram Plymouth GTX Jim Hurtubise

these as I get it. While my friend Milan Tomasek has produced his own Porsche 908/3 in the guise of the Shell sponsored #15 Team Salzburg entry for Hermann/ Attwood from the Nurburgring 1,000Kms and another version of the Gulf Mirage GR7 as the #11 Bell/ Hailwood car.

Finally on kits BRM have two new 1/24th scale Porsche 917K's due out later in the year with the #23 Le Mans 1970 winner and the #2 Daytona 1970 winner plus a 1/24th version of the McLaren F1GTR as the Marlboro sponsored #2 car from the 4 hours of Zhuhai. These can be pre-ordered in the UK from Pendle Slot Racing who also has the latest Top Slot ready to run Pegaso Z102 Bisiluro available.

Rounding off this month we have three new car liveries from Scale Auto with the #39 Bruno Pagani Zonda, #3 Serengeti Mercedes SLS and #1 Top Drivers Limited Edition SLS and two new Plymouth GTX's from Revell Monogram with the #56 Jim Hurtubise car and the #43 Richard Petty machine from 1967. ■



FLY *On the Wall*

BY **DAVID BATES**

email: flyonthewall@nsec.co.uk



A red Porsche 911 was commissioned in Spain in very low numbers, only 250 have been produced. The importers Gagemaster have managed to get just 18 of these cars for the UK. The reference number is FS036301. This very rare model will be highly sort after by Fly collectors.



Good news from Rafael Barrios Senior, the founder of Fly, that he is to start a new company in Spain with no connection to Fly called SRC, which will make high quality plastic and resin slot cars. Prices for the plastic cars will be similar to Fly at around the £50 mark. The first release will be the Porsche 907 in short and long tail form and will include two cars the raced at Le Mans in 1968. I believe this is the first time this Porsche classic has been offered as a RTR slot car. The next model after that will be the Cologne Capris in early and late forms. The Porsche 907s will be arriving in October with the Ford Capris coming sometime in November.



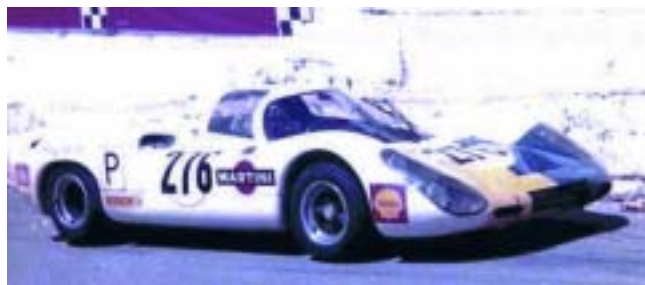
The resin models will be very limited, hand built, high end models of F1 classics. The first releases will be the Ferrari 312 T4 and the Renault Turbo F1 cars from the 1979 season. No confirmation on the price yet but expect them to be very expensive and this will make them pretty exclusive to the serious collector. The first of these cars are anticipated to arrive in October.

The 1968 Le Mans race was held in the September of that year, having been postponed from the original date in June due to strikes in France. Porsche 907 reference number 00101 carrying race number 35, as driven by Alex Soler Roig and Rudy Lins did not finish. 00102, race number 66 is as driven to a class win by Dieter Sporrey and Rico Steinemmann. =>



Reference number 00201 is Porsche 907, race number 276, which finished sixth in the 1969 Targa Florio as driven by Hans Dieter-Dechent and Gerhard Koch.

Reference number 00501 is the Ferrari 312 T4 race number 11, as driven to victory by Jody Scheckter in the Monaco GP in 1979. South African, Scheckter, went on to win the World Championship that year. 00502 is another



Ferrari 312 T4, race number 12, as driven by Gilles Villeneuve in the Dutch GP in 1979. Unfortunately Villeneuve retired on lap 49. 00601 is the Renault RS10, race number 15, as driven by Jean Pierre Jabouille to victory in the French GP in 1979.

The announcement of this new venture came in the same week as Hornby said it will not make a profit this year, due to disappointing sales of London 2012 merchandise and supply problems. Thus it will be interesting not only to see the cars when they arrive here but how well the new company performs in the current climate.

Thanks to Terry Smith from Gaugemaster for his help in compiling this report, Ill have more news next month. ■



Since my last report in August we have had two new releases and one very imminent release due by the time you read this. The first car is reference CA10f the #42 McLaren F1GTR entered by Schnitzer BMW Motorsport for the 1997 Le Mans 24 hours and driven by ex formula one drivers JJ Lehto and Nelson Piquet and touring car legend Steve Soper, sadly the 6 litre V12 powered car was forced to retire due to an accident after 236 laps. The more successful #43 sister car which finished 3rd has already been produced by Slot.It however for this release the Evo 6 angle winder chassis has been employed along with a 1mm offset flat six motor as opposed to the old in-line format of the earlier release. Length is 149mm, height 30mm, wheelbase 83mm and width 63mm with an all up weight of 83g. Sadly I haven't been able to get my paws on the new setup version so I can't tell you if it is a marked performance



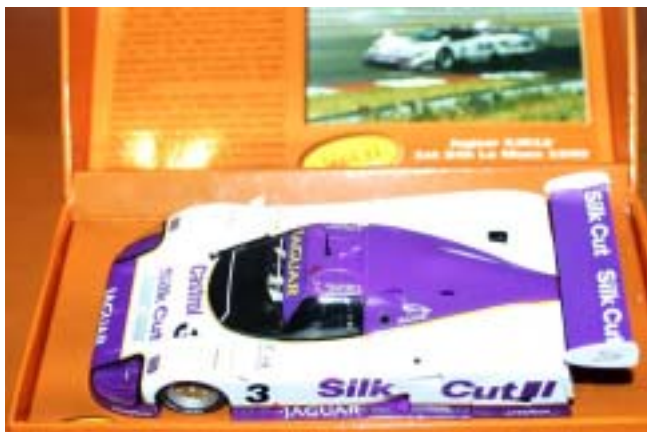
CA10f McLaren F1GTR #42 showing new side winder lay out

improvement over the previous version but given the layout and motor it certainly should be. As ever the model's Fina sponsored livery looks to have been superbly and accurately reproduced by Maurizio and his team.

Next up is a Le Mans Winners Limited Edition reference CW11 this being the 1990 Jaguar XJR12 presented as ever in the orange Limited Edition presentation box. Developed in conjunction with TWR to replace the old XJR9



CA10f McLaren F1GTR #42



**CW11 Jaguar XJR12 Le Mans Winner 1990
Limited Edition**

the V12 car ran in IMSA as a 6 litre and in WSC as a 7 litre before being enlarged to 7.4 litres in 1991. In terms of success the best year was 1990 with a 1-2 finish at Daytona followed by a 1-2 at Le Mans, the following year at Le Sarthe the XJR12's finished 2-3-4 but failed to recapture victory. The car depicted is the winning #3 machine and the seven colour livery has been wonderfully recreated on the model including showing Martin Brundle driving the car but with the names of John Nielsen, Price Cobb and Eliseo Salazar showing on the roof. The reason for this was that the #1 entry had retired after 220 laps and Walkinshaw replaced

Salazar with Brundle as the Chilean had not yet taken a turn at the wheel and the #3 machine went on to hold a 4 lap lead over the sister #2 car of Lammers/ Wallace/ Konrad at the finish. In terms of running gear the standard offset in-line chassis and set up are used however larger diameter 16mm wheels and the newer style standard guide are used. In terms of performance I am afraid to say again you'll have to guess as I have decided that the one I have bought is going to stay as an unused "shelf queen" for now although I would assume performance is identical to the 1991 liveried XJR12 released previously by Slot.it. Dimensions are 151mm length, 31mm height, 85mm wheelbase, 65mm width and 74g in weight.

Next up is a car expected within the next couple of weeks this being the all new CA23A Porsche 911 GT1 Evo 98, the first release will depict the #5 Jever sponsored Zakspeed entry driven by Andreas Scheld and Alexander Grau to 4th place at the season opening Oscherleben 500 KMs FIA GT race in 1998. The pre-release photographs look as if yet again Slot.it has reproduced the striking livery in all its glory with accurate detail, while mechanically the new chassis employs a 1mm offset angle winder⇒⇒



CA23A Zakspeed Porsche 911 GT1 Evo98





MN13 ch and MN14ch Flat 6 Motors

Flat 6 motor set up as standard so it should be a real flier straight out the box. Dimensionally the length is 148mm, height 34mm, wheelbase 80mm, width 63mm with an overall weight of 77g.

For those who want extra performance we have new 31-35 tooth ergal lightened angle winder gears and a new 36 tooth ergal side winder gear all just weighing 0.7g including the 2mm grub screw, there are new PA62ALS 17.3 x 9.75mm short hub light aluminium wheels weighing 1.6g and PT1167S2 slick S2 compound racing tyres and two new versions of the Flat 6 motor the MN13ch Flat 6S with 22,500 r.p.m. and 230g/cm and MN14ch Flat 6RS with 25,000 r.p.m. and 240g/cm. Finally there is a CS14b plain Nissan R390 body kit available for the customisers.

The fourth round of the 2012 UK Slot.it challenge took place at Pendle with Nic Hirst (Pendle) taking 1st, Jack Thoburn (Pendle) 2nd, Lewis Gough (Wolves) 3rd Neil Hirst (Pendle) 4th, Gary Smales (Pendle) 5th, and Lee Green (Moseley) 6th in the Seniors GT Category. In the Classics category Julian Edwards was absent and Nic Hirst took the win, Lee Green 2nd, Jack Thoburn 3rd, Neil Hirst 4th, Gary Smales 5th, and Phil Field (Hereford) 6th, while in the Juniors Ben Clements of Herford took his second successive win with Harry Smales (Pendle) 2nd, Ashley Evans (Wolves) 3rd, Matt Sharples

(Wolves) 4th and Gvido (Pendle) 5th After four of the five rounds the top ten in the tables currently are as follows.

Seniors GT:

Jack Thoburn 180 points, Lewis Gough 179 points, Nic Hirst 175 points, Neil Hirst 162 points, Lee Green 156 points, Andy Bartle 141 points, Steve Hills 136 points, Ritchie Welch 135 points, Julian Edwards 131 points and John Bailey 123 points.

Classics:

Nic Hirst 170 points, Jack Thoburn 166 points, Lee Green 162 points, Neil Hirst 161 points, Graeme Thoburn 152 points, Julian Edwards 150 points, Steve Hills 141 points, Mark Wain 136 points, John Bailey 131 points and Gary Smales 130 points.

Juniors:

Harry Smales 64 points, Ashley Evans 49 points, Ben Clements 40 points, Matt Sharples 33 points, Josh Fields 15 points, Reece Hyde 13 points, Archie Davis 13 points and Gvido 12 points.

The final ever round of the Pendle UK Slot.it Challenge takes place at Wolverhampton on Sunday 21st October, with all three titles still mathematically up for grabs it should be an exciting finale.

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

Lord Drayson - Life in the fast lane

By David Price

After his kind agreement to become a Patron of the NSCC, we thought it would be a good idea for us to give you all a little more information about Lord Drayson, his motorsport pedigree and company, Drayson Racing Technologies.

Over the course of his career, Lord Drayson has been acknowledged for his political work and business acumen, as well as his achievements on the track as a racing driver. A hugely driven individual, Lord Drayson is an entrepreneur with more than 25 years' experience in the successful development of science and technology-based organisations.

After building a leading biotechnology company over ten years and then undertaking a prominent political career, Lord Drayson founded Drayson Racing Technologies (DRT) with his wife Elspeth, as a business to pioneer developments in green racing. Initially focused on the research and development of biofuel systems to optimise performance under extreme race conditions, DRT was responsible for the development of an innovative GT2 Aston Martin race car specifically designed to run on second generation bio-ethanol fuel. The Aston also featured novel experimental carbon capture technology inserted into the exhaust system of the race car. Lord Drayson not only successfully raced the car in the American Le Mans Series, he also used the vehicle to compete in the 2009 Le Mans 24 hours race.

During his time as Science Minister, he gained an appreciation of the growing challenge of climate change, which reinforced his desire to be involved in finding technology solutions to help reduce harmful greenhouse gases. This led him and the company to move on from biofuel systems to develop the company's all-electric racing car, the Drayson B12/69EV.

Announced in June 2011, with the aim of dispelling the myth that all electric cars are

glorified milk floats, the last fifteen months have been an extremely busy time for both Lord Drayson and the DRT team as they worked to turn the idea into reality. After a great deal of hard work and late nights, the car was launched to the public in January 2012 at the Autosport Show, in Birmingham. The car received a great deal of interest from the automotive industry as a whole and also the global media, with over a billion people reading about the launch across the world.

Capable of delivering over 850 horsepower, yet producing zero emissions, the car has been designed to be the fastest electric powered race car to lap a circuit and features several breakthrough innovations such as wireless charging, recyclable body panels, composite battery power, moveable aerodynamics and electrical regenerative damping. The team has spent the past nine months conducting an intensive test and development programme, which has seen the car and its technology put through their paces not only on the track but also in the laboratory. In June 2012, the DRT team recorded a historic milestone in the development of electric vehicle technology, with the B12/69EV setting a new hill record for electric cars on its debut at the Goodwood Festival of Speed hillclimb.

The car's development will undergo further testing and validation ahead of additional track activity scheduled over the next 12 months. Lord Drayson and his team's hard work and dedication to the project were rewarded in August 2012 when DRT was appointed Scientific Advisor to the FIA's Formula E Championship, a new zero-emission racing series specifically for electric-powered cars that will start in 2014. The new role requires Lord Drayson and his team to advise on all matters relating to the scientific positioning of the new→





championship, as well as helping to develop its science and technology policies, together with the championship's manifesto for sustainability.

The Man behind the machine

Originally trained as an engineer in the automotive industry, Drayson built up PowderJect Pharmaceuticals into one of the UK's most successful biotechnology businesses. The company grew from three to more than 1,000 employees, was floated on the London Stock Exchange in 1997 and became the first UK biotech company to achieve profitability in 2002, before its sale in 2003.

Having chaired the UK's Bio-Industry Association for two years, in his political career Lord Drayson focused on policies regarding science and innovation. In 2004 he was appointed Defence Procurement Minister by then Prime Minister Tony Blair, with responsibility for the UK's Defence Industrial and Technology Strategies.

Although a lifelong fan of motorsport, Lord Drayson is a relative newcomer to the world of race driving. Since starting his motor racing career in 2004, Drayson has achieved a great deal. After spending a year competing in a mix

of different historic racing cars, Drayson quickly progressed to the highly competitive Formula Palmer Audi Championship in 2005. Following twelve months in the single-seater series, Drayson took the decision to move to the British GT Sportscar Championship, to race a unique bio-ethanol fuelled Aston Martin DBRS9.

Over the next three seasons, Drayson achieved a number of racing achievements, including recording a historic first win for a bio-fuelled powered race car, coming second in the British GT Championship taking a leave of absence from government to compete racing a GT2 Aston Martin V8 Vantage in the American Le Mans Series in the United States in 2008.

Drayson returned to the UK Government in October 2008 as Science Minister, with responsibility for the UK's science and innovation policies. During his period in office, he established the UK Space Agency, the Centre for Defence Enterprise, the Innovation Investment Fund and the Office for Life Sciences. However, Drayson's passion for racing had not dwindled and through careful management, he was able to balance his racing career and ministerial duties the following year.

The 2009 season saw Lord Drayson debut his stand-alone racing operation, Drayson Racing, as an owner/driver. That year saw Drayson again share his Aston Martin GT2 with Johnny Cocker in the Le Mans Series, competing at the Sebring 12 hours and at the Le Mans 24 Hours. Drayson then took the decision to make the switch from his trusted Aston Martin GT2 to a prototype LMP1 class Lola-Judd, a move which would see him step up to race against the might of the Audi and Peugeot works teams.

The move proved to be a successful one and in 2010, the team competed in the American and European Le Mans Championships, as well as selected Asian sports car events. During that season, he won outright at Road America and with his team Drayson Racing also came third overall in the inaugural Intercontinental Le Mans Cup –the global championship for Le Mans race cars, a true testament to the team’s hard work.

Since 2010, DRT has concentrated on development of the B12/69EV electric racing car. The car is powered completely by electricity stored in a new generation of highly-advanced lithium nanophosphate® battery cells. These cells are housed in a battery pack located in a carbon chassis structure and drive the four axial flux electric motors via a single speed transmission through to the rear drive-shafts. The motors, generating over 850 peak horsepower and powering the rear wheels, produce more power and more torque than a petrol equivalent V10 race engine.

The car’s the thing

The car does not change gears; it has a single reduction gear linking the drive from the electric motors to the driveshafts. Unlike on a conventional racing car, there is no mechanical differential, torque vectoring and traction all being controlled by the vehicle’s control computer. The charging is delivered through a Qualcomm Halo wireless induction system, which uses coils in the floor of the car. These enable the vehicle to recharge when it is positioned over a re-charging pad. The car



boasts approximately 850 horsepower, with a weight of 1,000 kg, slightly more than the usual 900kgs in the LMP1 class presently. The overall control system for the car has been developed by Drayson Racing Technologies in partnership with Cosworth.

The Cosworth system is the effective ‘brain’ of the vehicle, interpreting the signals from the throttle and brake pedals and managing the flow of electricity from the batteries to the 850 horsepower electric drivetrain to provide both power and braking. The system replaces the ECU found on a conventional internal combustion-powered vehicle and is extremely small and lightweight – approximately the size of a large matchbox, an important feature as every inch of space is at a premium on today’s racing and road cars. In addition to the completely new electric drivetrain, the car also benefits from new aerodynamic features that have been designed to enable the car to reduce its drag on long straights but deploy additional aerodynamic aids for cornering.

The car’s development has taken place over the last two years and the team’s hard work⇒



paid off in June this year when the DRT team recorded a historic milestone in the development of electric vehicle technology with the B12/69EV. At its public debut in front of thousands of motoring fans at this year's Goodwood Festival of Speed hillclimb, the team achieved a new record for electric cars. In fact, Lord Drayson's second timed run of the day on Sunday 1st July of 53.91 seconds also placed the car eleventh overall - a sensational performance.



Future Perfect

During the Goodwood weekend, the B12/69EV attracted a great deal of attention throughout the event, both on and off the track, with the crowds amazed by the performance of the unique electric prototype racing car, in what was a world first viewing of the technology in action. Since Goodwood, the car and team have been extremely busy, attending further events and conducting an intensive, ongoing test and development programme.

Although Lord Drayson's main focus is the B12/69EV, as well as the Formula E series, he still finds time to fit some racing into his very busy schedule, competing in a number of historic racing events including events such as the Goodwood Revival, the Silverstone Classic and the Monaco Historic Grand Prix.

Motorsport has always been a spur to innovation and has the capacity to have a major impact on public attitudes. Drayson believes that motorsport will continue to drive the development of new technologies for sustainable high performance vehicles and overcome the image of "going green" as being dull and boring by making it cool and exciting in a way that will inspire automotive design and the engineers of tomorrow. Lord Drayson's patronage of the NSCC is the latest in a broad range of commitments and activities that he hopes will encourage the mainstream adoption of and passion for electrically powered vehicles and the growth of electric racing.

For more information please visit:
www.draysonstracingtechnologies.com. ■





Email: carreracorner@nsc.co.uk



The following are the new releases from Carrera for October. All these digital cars are 1:32 scale and have front light (Xenon) and rear light function. At the time of compiling this report, the cars are available to pre order at around £30.00 each.

CA27405 is the Mini John Cooper Works WRC number 37. This is the Countryman version which made its debut during the 2011 season and has also been modelled by Scalextric (see June Journal).



Reference number CA27412 is a 1963 Shelby Cobra 289. We have mentioned this car before and is as entered in the Sebring 12 hour race, finished in red and bearing race number 16. We expect another Cobra next month.

CA27407 is the Citroën DS3 WRC which is part of the successful Citroën Total World Rally Team, the car also carries the famous Red Bull colours and race number 1. The car is as driven by Frenchman Sebastian Loeb.





CA27401 is the Porsche GT3 RSR. The yellow Porsche, race number 18, of Manthey Racing Team and its drivers Marc Lieb, Lucas Luhr, Timo Bernhard and Romain Dumas won the 39th ADAC ZURICH Nürburgring 24 Hours. The Porsche 911 GT3 RSR dominated

the race and beat the BMW Motorsport BMW M3 GT by almost 4.5 minutes, taking the fifth ever overall win for Manthey.

CA27421 is the Volkswagen Golf 24 number 35, also as entered in the Nuburgring 24 hour race in 2011. We expect another Golf next month.

Finally for now, is CA27402 a BMW 2002 Touring Car. This blue BMW from 1975 carries race number 48.



Thanks as ever to Pete Binger from the Hobby Company for his assistance. There are more releases scheduled for November which we will feature next time. ■

NSR Review - Fiat 500 Abarth

By Robin Caddy

Of all the classes that are run at Balance Raceways, my personal favourite is the Abarth 500s. We'll get on to the reasons for that and the NSR cars qualities in a moment, but first a quick overview of the history behind Abarth.

Abarth is an Italian racing car maker, founded in Turin in 1949. Naturally being based in Turin it wasn't long before Carlo Abarth had forged a partnership with that other grand old lady of Turin the Fiat company, who had been making cars there since 1899. In fact FIAT as many of you will know stands for *Fabbrica Italiana Automobili Torino* and who could forget the famous scenes from *The Italian Job* filmed on the roof of the Fiat factory? Over the years 39 cars have been produced directly by Abarth, who are now owned by Fiat, the first of which was the Abarth 1500 Biposto in 1952. Abarth has worked with Ferrari, Porsche, Alfa Romeo and Lancia, but it is Fiat with which that the association is strongest throughout their history. Their logo is a fantastic stylised scorpion on a yellow and red background with the Italian tricolor proudly under the name. A new Abarth 500 will set you back around £14-15,000 and very good they look too.

The NSR model under review this month is 1119SW - Abarth 500 Assetto Corse - Limited Edition F1 McLaren - SW Shark 20k with Vodafone sponsorship and McLaren livery. At



the front wheel arches it is 56.61 mm wide, narrowing slightly to 55.3mm at the rear wheel arches. At its tallest it is 44.8mm high, and it is (as you'd expect) fairly short at just 120mm. All together it weighs in at 70.1g, of which the body and driver make up 18.31g. The body attaches to the chassis by two screws next to the front axle, the back of the body simply slips into place with part of the chassis forming the insert of the number plate area. In racing some people have had issues with the body and chassis not staying in quite the right place at the rear, but I suspect that these racers may have loosened the screws off at the front and this may have caused this,





personally I have mine screwed down fairly tight and haven't had this issue. In the chassis you will find the usual red plastic engine mounting, with three screws for fine adjustments. The guide isn't on a drop arm assembly but has plenty of vertical (around 4-5mm) movement and the cars run so low to the track that unexpected deslotting hasn't been an issue. As is usual with NSR cars there is a wide variety of tuning kits available. In standard supply it comes with an 11 tooth pinion and a 32 tooth crown, and 19x8 Supergrip tyres.

At the club we run the Abarths at 12 volts instead of the usual 13.8, as they can be a little twitchy through the corners and have a tendency to roll if pushed too hard. In testing (on the same track as described in my previous article in August's Journal) straight out of the box performance was 6.485 seconds best on the red lane, 5.915 on blue, 6.057 on yellow and 6.132 on green. The first thing I did as usual was to remove the NSR tyres and put Paul G's X-Soft tyres on instead. As noted previously these excellent tyres are a snug fit and do not require gluing. The best lap times were improved on all lanes notably to 6.041 on red, and 5.703 on blue.



As always testing is useful and a lot of fun in it's own right, but the real test comes in racing. The club owns four club cars painted in the same colours as each lane, very good they look too. (In fact if you can source a white NSR kit, this would be a great car to customise to your own livery) To the racing, and first up I have to tell you that the week in question the two consistently fastest racers weren't in attendance. However, in two sets of 4 three minute races, I took 84 points from a possible 88 (we award 10 for first, 9 for second, 8 for third and 7 for fourth, plus an extra point available to the fastest lap time of each heat) and consistently lapped around the 5.6 second mark on all lanes.

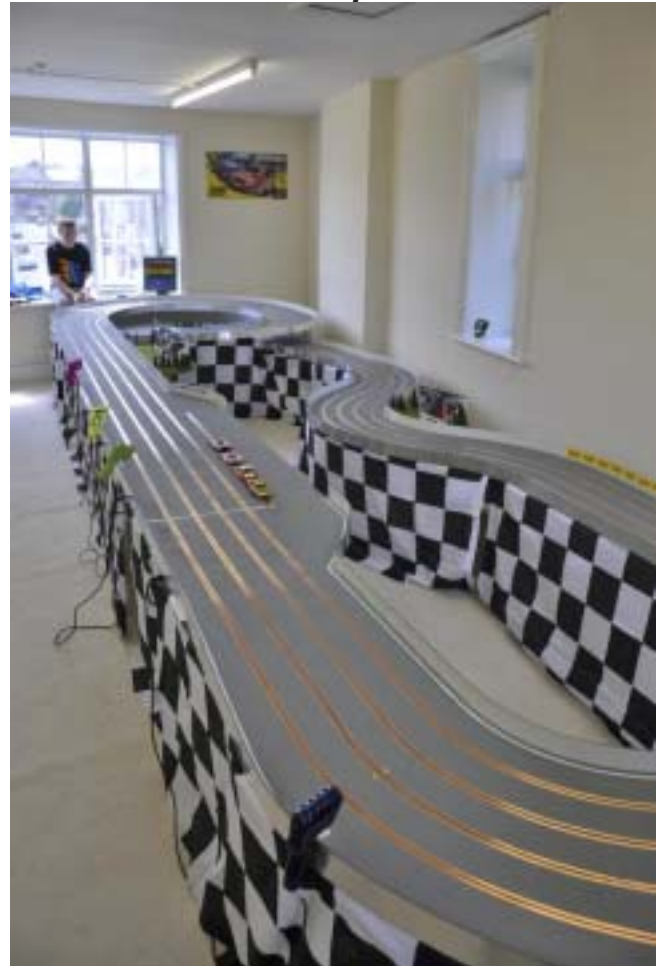
Now, it's often more fun when you win, but in the previous meeting of this class I didn't do as well and still had a blast. The fact that the cars can really let go quite spectacularly if you get a corner wrong (and stay in decent shape even after the biggest of crashes), and the fact that racing them is not simply about pure speed makes them the most fun of all our classes (not just my opinion, but a view echoed by quite a few of the other guys) Yes, they may be lapping a second per lap slower than the Moslers do, but the different handling characteristics and the great look of these little Scorpions makes for a great evening of close, fun, action-packed racing. If you can find one on eBay expect to pay around the £50 mark, or from UK stockists a figure of more like £58-65 seems about right. Also worth noting is there is a Limited Edition in Ferrari GP livery due in the next few weeks, and you may find kits in white, black, red or blue for a touch under £50. I can't wait for the next Abarth club night, and I hope you get the chance to enjoy them as much as I do. ■

Tyneside Slot Car Club - A New Track, A New Venue

By Dave Wisdom

Tyneside Slot Car Club (TSCC) has now existed for just over two years and in that time has rapidly developed into an active and friendly club. As with a number of other clubs around the country it would no doubt welcome an increase in membership, but for the moment it's managing to survive with a small group of committed enthusiasts who regularly attend its twice monthly meetings. Considering the club has moved a couple of times in its short two and half year history, this is pretty good going. Its last venue, based at the West Denton Association Council Leisure complex in North Tyneside, unfortunately became a victim of the Governments ongoing austerity cuts and consequently, TSCC was left looking for its 3rd venue in almost as many years.

However, 'every cloud (as they say) has a silver lining'. The club recently relocated to a new venue just outside the centre of Newcastle upon Tyne and now enjoys the valuable added bonus of a fixed permanent 4 lane routed MDF track. No more heavy lifting involving setting up and packing away; the track is ready for use at a moments notice. Some would also argue the venues other asset is the premises in which it's based; The Spital House Pub.



Once again the club Chairman Paul Fletcher along with cousin and fellow club Committee member Martyn McDonald have come up trumps with designing and building an excellent





brand new 4 lane circuit. The layout represents a significant development in terms of design and speed from the previous club track and incorporates two fast, long straights together with a challenging Laguna Seca type corkscrew section. Additional developments include a bridge with built in infrared sensors and track receivers, thus helping resolve a number of previous issues regarding the accuracy of laps, times and positions data. This particular feature

will be especially appreciated by teams competing in the club's regular running of endurance events.

TSSC warmly welcomes new members and visitors if it's only just to pop in to see what's happening; there is even the added attraction of being able to relax in the bar before and after events. Club cars are available for use and there is excellent comradeship amongst the current members who are always happy to provide plenty of advice and guidance to fellow enthusiasts and those new to the hobby.

Club meetings are held twice monthly; usually the first Monday and second Wednesday of each month and we are located at the Spital House Pub, 62-64 Hunters Road, Newcastle upon Tyne, NE2 4NA.

For additional detailed information of dates, club nights, additional practice nights and weekend events please visit our website at: www.tynesideslotcarclub.com. ■



My First Scalextric - Reference G1075

By Peter Simpson

This review is a bit of a paradox as anyone with this set on their Christmas list is unlikely to be reading this, although they may appreciate the pictures. Labelled as a “My First Scalextric”, G1075, this Micro set it is aimed squarely at the youngest possible market for slot car toys.

accidentally throw away: the spare guides and braids are clearly identified. It is probably worth running a dry lint free cloth over the track rails prior to setting up as the protective film employed during manufacture plays havoc with the braids if the application has been over zealous.



The principal innovative feature of this set is the power supply: no mains unit, just a pair of controllers which connect to a power unit housing four D cells. This is not an entirely new development for Scalextric as early sets back in the 1950s were powered by batteries as an option to purchasing a mains transformer. For anyone that hasn't purchased a set in the last couple of years, the move to cardboard only box inserts is a real bonus: packing is now free of polystyrene so no more problems disposing of lots of statically charged debris. All the parts are well packed with no little parts to lose or

When assembled as illustrated, in a figure of eight layout, the total running length is 256cm and requires an area of 108cm by 61cm. Not huge and can easily be accommodated on a table top. No track edge barriers are included so some care needs to be taken but these tiny cars are as close to indestructible as is likely to be achieved. Magnets are employed for →→



downforce but these are much weaker than other Micro examples so, when the car finally overcomes the attraction to the track, less damage is likely to occur. Bridge supports represent a return to conventional members that span the lower track rather than the pedestal types normally associated with Micro.

The retail price is an attractive £39.99. A few of the established on-line slot car traders sell sets, finding a significantly discounted price will be a challenge: the best I found was to Scalextric Club members by visiting the Margate Visitors' Centre. Indeed, the only on-line trader listing it on eBay had it at £44.95. Batteries are not included and will need to be purchased. This came as a bit of a shock as they are not a size we use anywhere else: £10 for a set of four is a significant outlay but, as I've been reporting in Messages, they do seem to have a long life expectancy. Hopefully the cost of Duracell Ultra Power cells will be justified. For those who believe that instructions are only required to be read when things won't work, it should be noted that in order to install the batteries into their box, two small screws need to be removed from the underside – if these are overlooked, the cover could probably be forced off causing damage.

The youngest of slot car fans are reasonably



well catered for at present with Scalextric offering three sets, each priced at £39.99: all contain the same amount of track but with different cars. The “Grand Prix Stars” set, G1091, has a pair of F1 cars, a McLaren and a Lotus Renault, whereas the other “My First Scalextric” set, G1030, has two BMW Minis. Both of these have mains power bases so there is plenty of scope for selection for prospective buyers but it should be noted that G1030 will only be available whilst remaining stocks last as it has been discontinued. Obviously, the use of batteries permits safe operation in the garden. As an aside, I recently found a piece of track that had found its way under the shed where my HO layout resides: after a couple of years the rails were untarnished and, when inserted into a circuit, worked perfectly well. So, although not designed to be left out overnight, it is unlikely to suffer. Cars, hand throttles, power track and lane markings are all colour coordinated making it easy to know where to replace a car should it come off. The curved track sections are handed and need to be assembled in the correct position to ensure that the arrows are continuous. As a further precaution against time being lost





in accidents, the hand throttles are of the “Start” design with adjustable maximum speed settings. This works well on the larger 1/32 beginners’ race tracks so it is a worthwhile addition to these most basic of sets: too much frustration caused by being unable to remain on the track is a sure way of losing interest very quickly. My set arrived with the hand throttles set to the maximum speed position: with new batteries the cars can easily exceed the maximum speed for the curves. For the youngest racers, the stop on the hand throttles can be adjusted with a screwdriver to provide significant limitation to top speed. In this position a full lap can be achieved without de-slotting.

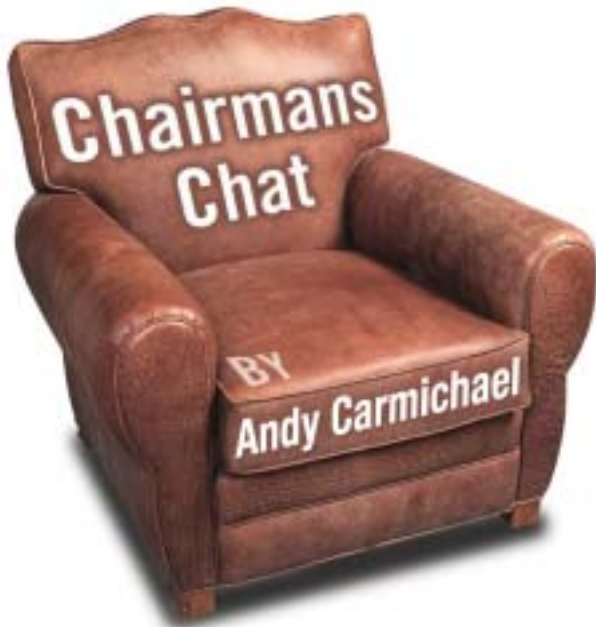
The two cars are generic rally shaped vehicles similar to those supplied in the “Start” Rally Champions set, C1287. However, due to the restrictions on proportions, imposed by the Micro chassis, these two are more reminiscent of Vauxhall Astras. Indeed, this was my prime reason to acquire this set: one will be resprayed as Karen’s current metallic blue car, the other as her previous black example. I know Karen has been hankering for HO models of her cars ever since I bought her a static Norev example. The technically minded will have realised that, as power is from four 1.5 volt cells, the cars are designed for a six volt supply rather than the twelve volt conventional power base. The hooligan in me was released! Couple up a 12V supply to as many straights as possible and squeeze the trigger all the way. Then run down the garden to see if the motor was fried! Amazingly the motor was barely tepid so the next test was off to the shed to try on my HO



layout. This was similarly successful in terms of performance, but a few laps were all that was required for the winding temperature to get uncomfortably warm. Clearly, running on 12V is possible but certainly not to be recommended for any prolonged period. However, as all Micro cars share the same chassis, it is easy to move these shells onto normal 12V chassis and enjoy a couple of rally cars that are not normally available in Micro. The converse is less successful: it is not really viable to run 12V Micro cars on the battery set – they barely manage to crawl around. As with all Scalextric sets, expansion is straightforward: the limited variation in track pieces makes it very easy to extend the layout without the need for all those non standard lengths necessary with its big brother. As it was a nice hot day when I was writing this report, I dragged a box of spare Micro track out onto the lawn and extended the set as much as I could. Amazingly I ran out of track before the batteries ran out of power. Admittedly the furthest point from the power feed did get a bit slower, with little fear of de-slotting, but that was with an additional forty eight straights and sixteen curves! By the time this much track is acquired there’s a fair chance that a mains power base and additional cars would have been included in the collection. The battery box and power straight are unique to this set and will need to be replaced as a pair: the throttles, whilst being the same as those employed in “Start” sets, will also need to be replaced with normal Micro examples.

So, as an entry set into slot cars, it works very well. If expansion is planned, it is really only the track and those new body shells that can be carried over. ■





Chairman's Election Address - IMPORTANT PLEASE READ

Many of you will have received an email or read on Facebook and Slotforum that the ballot papers we sent out last month have been made void. I wish to apologise on behalf of the Committee to all members who have incurred extra costs and inconvenience as a result of what has been perceived as a flawed election.

NEW BALLOT PAPERS ARE ENCLOSED IN THIS MONTHS JOURNAL - THESE ARE THE ONLY PAPERS THAT WILL BE ACCEPTED AND COUNTED FOR THE SECRETARY'S POST.

So what was the Problem?

Within days of the last Journal arriving on door mats the Committee received complaints from numerous members around the election process, these related mainly to the ballot Papers being received by the same Committee member whose post was up for election and that the papers lacked any form of obvious security. The Committee responded quickly to these concerns and I received majority support from them to cancel the ballot and produce a fresh ballot which addressed the concerns. To give you an indication of the strength and types of comments made I have summarised some of them here;

1. 'I can fully appreciate that the Club rules probably state that forms should be submitted to the Secretary and I have no doubts whatsoever that Stephen would not abuse the

process but he should not be put in that position in the first place.'

2. 'Having been a Presiding Officer in Local Polling Stations for some 35 years I am also concerned that the papers themselves appear to have no identifying mark or number and therefore are open to duplication and vote rigging.'

3. 'It is not correct to send this form back to the current Club secretary, who is one of the people standing for election.'

4. 'Please can we have a neutral committee member to whom we can send our forms back to ensure that a democratic decision can be made'

5. 'Having a sealed envelope does not prevent a bright light shining through it and exposing the vote, what is to stop an allegation of this happening?'

6. 'Is it normal to post your vote to one of the candidates?'

7. 'This system is open to abuse and the Club should ensure a safer voting system is used.'

8. 'Because it has always been done this way does not mean it's the best way.'

I would like to take this opportunity to thank all the members who called, emailed, texted or otherwise commented and expressed their concern, to me it is healthy for a Club to debate and discuss problems and important that the membership are actively involved .

Why did the Committee not foresee the Problems?

At the last Committee meeting I was tasked to

approach another Club in order to consider some kind of arrangement where we oversaw each other elections. I particularly liked this idea as in effect it took the election process away from your Committee and placed the policing on a remote party. I was however unable to get this task completed by the time the first announcement that an election was to occur, this was published several months ago and written by the current Secretary stating ballot returns would go to him. It should be remembered that although ballot papers were to be returned to him, they were to be opened in front of independent witnesses including in this case a past Dean of St. Pauls.

Some weeks later I spoke with the candidate standing against the current Secretary about his nomination and during this conversation he expressed some concern that the election process may be seen to be flawed. The issue was not about possible abuse but that the Club should have an election process which was robust to scrutiny, I therefore informed the Committee that I had agreed to amend the election process as I felt it opened the Club up to potential allegations.

My decision was not met with complete support, the ballot papers have always been sent to the Clubs Legal Officer (Secretary) but a majority of voting Committee members agreed that the papers should go to another party. Several of the Committee felt that by changing this detail at the last moment cast some element of doubt upon the current Secretary and in effect questioned his integrity, I must stress now that this is **NOT** the case and this issue **is NOT about any individual's honesty or ethics**. During this process the Secretary raised a point that in agreeing to a change in the election process I had acted outside of my powers as Chair, however I felt having realised we had something faulty in our process that I could not go along with, especially when a quick decision and reaction was required. Shortly before publication of last month's Journal I was informed by the Editor that instructions were to be published, that ballot papers were to go to the Secretary in contravention to what the majority of the Committee had agreed, he explained that

as the Club's legal Officer, the Secretary felt changing the election process was unconstitutional and would open the Club up to legal action. Consequently ballot papers arrived last month to your doors having already gone through considerable discussion and debate.

In terms of the lack of any security feature upon the ballot papers, the intention was that a complex piece of artwork upon the papers would render copying them difficult, however the final published papers lost their integrity and what looked like a poor photocopy arrived at your door.

So What has changed to improve the Ballot Process ?

The new ballot papers are numbered, they will not be traceable to any member but numbering allows a simple method of avoiding duplication, if we get two ballot papers numbered the same we know there has been a forgery. It is not a perfect system but allows an inexpensive method of adding security.

The new ballot papers will be returned to a different Committee Member, voters must mark their envelopes NSCC Election to avoid the ballot being opened in error and spoiled. After closure of voting the previous used process will occur where sealed ballots are opened in front of independent witnesses.

The subject of the election process needs to be further discussed to ensure future ballots run smoothly and are robust, I will undertake to raise this for full Committee Meeting discussion and update you the membership in due course.

Once again I apologise for the problems this election has caused and thank you for your support, please now take time to get to know your election candidates and cast your vote. ■



Hello everybody, it's that time again. It's the end of the month and time to get my copy in. This month has been pretty much the same as all the others, with reams and reams of items that had either no bids or no sale. This can get quite depressing, but, before you know it, you turn a corner to be confronted by a page full of quality items that you thought would never appear. So, to start, as usual with our old tinsplate models. This month is showing that maybe prices have peaked and are going to have to settle out.

Metal/Tinplate

Scalex Tinplate Ferrari 4.5 keyless clockwork. Thirteen bids. Sold at £103.00. Now, that's more like it! Item looked in good condition, but no driver (160862741947).

Scalextric Minimodel Maserati Tinplate with original driver. BIN £170.00. No sale. £170.00 seems a lot for what was on offer, and, "with original driver"? It looks as though he was made by a four year old out of Playdough, who poured yellow paint over his head (Sorry guys, but that is how it looked on my screen) (120986367044).

Collection of Scalextric and Scalex Tinplate. 8 items in all. BIN £995.00. No bids. No sale. This works out at £124.38 per unit, which, to my mind, is a little on the expensive side, as some of the cars in the photo look quite nice, but others maybe not so, and I thought, when buying a collection of anything, one would expect the items to be priced at a discount (120982804777).

Now for the "piece de resistance". Early Scalex Austin Healey 3000 tin cars X2. BIN £1,200.00. No bids. No sale. I think you can see where I'm going with this, the two items in question looked in pretty good condition in the photograph, but maybe the vendor was overly ambitious in his thinking (300778063372).

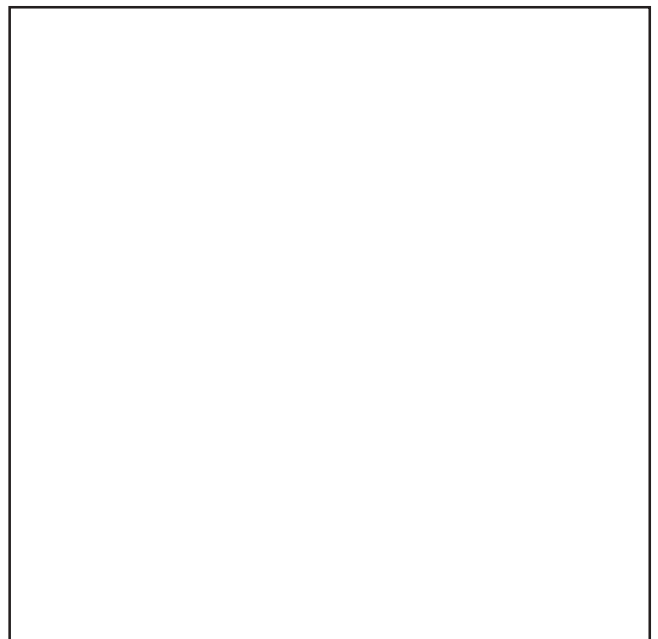
Vintage plastic Scalextric cars

Fabulous Vintage '60s Scalextric car, original, C74 AUSTIN HEALEY 3000. BIN £75.00. Sold. I'm not surprised, because, in this case, I thought it was worth more, but the vendor must be happy. So be it (271036235705).

VG/Excellent condition Vintage '60s Scalextric car C62 Ferrari Shark Nose. BIN, with free postage, £32.00. Sold. This item is as the description says, in first class condition, and it could, to my mind, have made nearly double this figure, the way the market has been going, if the colour had been red, as they were only ever seen in that colour scheme, plus one yellow and one very light green, but BRG, not on your life (271042926588)!

Excellent condition, Vintage '60s Scalextric car C59 BRM, BRG. BIN £65.00. Sold. I am not at all surprised. What a gem and at the right price (271047774908).

Scalextric C0004 Green Electra Slot Car, excellent condition. fourteen bids, sold at £103.87. This car is, as is said, in excellent condition. I have not seen one in this condition or colour before. Both vendor and buyer should be happy (120976931539). ⇨



Original Vintage Scalextric C81 Cooper. Item looks in good condition from the photo and had fourteen bids to sell at £21.00 (230850630932).

Good/excellent Vintage '60s Scalextric car C80 Jaguar D Type, in red. eighteen bids. Sold at £65.00. Nice price for nice car (120973467859).

Good Vintage '60s Scalextric car C80 Jaguar D Type, in blue. thirteen bids. Sold for £32.66. Cheap at half the price! A very nice item this, one of two with the item above (120973463837).

VG/Excellent Vintage '60s Scalextric car, rare. French made C60, D Type, in red. BIN £51.87. Sold. Nice car, nice price (271034397055).

Vintage Triang Scalextric green AC Cobra. eight bids. Sold at £41.00. Nice, respectable car, still with its windscreen. Fair price all round (350597013630).

Scalextric Mk1 Escorts

Scalextric, of late, appear to be building up a range of these models in various forms from the BDA 1600 to the RS 2000 Mk1, covering different teams, crews and liveries. Altogether, they should make a nice collection for someone.

Escort Mk1 RS 1600 Mexico Special Edition C2937 Scalextric. Free postage. two bids. Sold at £79.95. Nice looking car, brings back fond memories. Worth every penny in my opinion (261088778169).

Ford Escort Mk1 RS 1600 1973 RAC Rally Scalextric. New. BIN £59.95. No bids. No sale. Surprising! It should have gone for that sort of money (261088741210).

Scalextric Ford Escort RS 1600 RAC Rally 1973. BIN £30.00. No sale (230832551971). Both this item and the one before are both similar cars, one brand new, one used, both with attractive liveries. I should have thought that both would have gone for the money being asked.

Scalextric Ford Escort Mk1 Rally Car. Boxed. nine bids. Sold at £40.00. Sensible price for what looks like an honest car (221089723132).

Scalextric Mk1 Ford Escort RS 1600 Roger Clark Uniflo car. seven bids. Sold at £23.00. Skilful bidding achieved a more than reasonable price for the buyer (130733218746).

Scalextric Ford Escort Mk1 Mexico, red,

C3113. BIN £31.00. Sold. Free postage. Very nice item, looks unused. Very reasonable price (130768564357).

Scalextric Ford Escort Mk1, in Ford Olympic blue (Gulf based theme), eleven bids. Sold at £43.01 (120976861810).

More Scalextric Fords

Scalextric Sport Ford GT40, No.68 C2534A 1969 Le Mans. Nineteen bids. Sold at £77.00. Always a popular model and in good condition, worth every penny (300775699905).

Scalextric Sport Ford GT40, No.43 C2941A 1966 Le Mans. Seventeen bids. Sold at £66.88. Again, a very nice example and worth the price paid (271054467594).

Scalextric Sport Ford GT40, No.5 C2465A, in gold, 1966 Le Mans. Thirteen bids. Sold at £26.09. Someone got a bargain here, and it makes me wonder why this one is so cheap (271054466965).

Scalextric Sport Ford GT40, No.1 C2464A 1966 Le Mans. Fifteen bids. Sold at £31.10 (271054466194).

This car, and the previous three, all appear to have been put to auction by the same vendor. It looks as though he has collected part of the entry list for the 1966 Le Mans, although the first item listed is claimed to be a 1969 car. Anyway, they make a nice collection.

Pioneer American Muscle

Ford Mustang 1968 Fastback, No. 25, SFD PO29 MB. ten bids, to sell at £20.10 (300775703075).

Ford Mustang 1968 Notchback, No. 22, PO10. seven bids, to sell at £22.00 (300775702876).

Ford Mustang 1968 Fastback, No. 38, BGR PO08. eight bids, sold at £18.00 (300775702563).

Dodge Charger 426 Ace of Spades, PO23. thirteen bids, sold at £29.00 (300775702221).

Dodge Charger 426 Lady Luck, PO25. thirteen bids, to sell at £23.00 (300775702024).

The above five items appear to be from the same vendor, and, looking at the condition of them, and the prices made at auction, to me this must be one of the bargains of the month, plus some competitive bidding.



Scratch built/modified models

Modified SCX Ford Escort Mk 2 RS1800, Allied Polymer, 1975 RAC Rally. five bids, sold at £53.25. This model is from the same stable that placed three for auction last month, which sold for quite a bit more than this one. They are masterpieces in modelling, although 'modifying a production unit' should be the phrase to use. They are the result of the model maker's exceptional talent. The cars are taken brand new and un-run out of the box and stripped down. The body shell is then cleaned and the livery and decals removed. The wheel arches are then extended to turn the car into a big wing Escort. The body is then re-sprayed in the new chosen livery and re-decaled as required. The car is then re-built with wider Minilite wheels and tyres, so they fill the wheel arches. The car is then tested electrically to make sure there are no faulty connections or parts, but not run. A full service is then carried out and then the car replaced in its box. The work carried out on the car is probably of a greater amount than I have covered here, suffice to say, that these models are the diamonds of the slot world, in my view (130767723830).

Scratch built MGB Roadster, Olympic Blue (on a Marlboro theme), only one in existence. Seven bids took it to £34.00. Tidy little model, with quite an attractive colour scheme. Car is fitted with a black hard top and as far as I can make out, it was a European competitor as against Sebring, Daytona etc. (120975209211).

Scratch built MG 1100, 1:32 scale, 1964 Monte Carlo Rally. two bids, sold at £88.55. Very attractive little car, offered on a nice base with an attractive metalised identification label, so it could be displayed in a collector's cabinet (140836893005).

Vintage Toy Race Slot Car Highways Scalextric. Twenty five bids, sold at £401.50. This is a strange one. I imagine it started out as part of an American boxed set. It is certainly not a Scalextric vehicle and up to now, I cannot identify its manufacturer, but looking at the price, there must be quite a few people who can. I have a lot to learn (261087402301), if anyone can tell me more on this please do so!

Club Cars

Ninco 50393 Renault Megane Trophy NSCC 2006 LTD ED, 416/500. BIN £105.00. No sale (190719502315).

Scalextric C2596 NSCC 25th Anniversary Mini Cooper. BIN £59.95. Sold (251140241331).

91018 Ninco NSCC Scalextric AC Cobra, limited edition, new. Twelve bids, item sold at £157.00 (230843466473).

From the above, it proves that NSCC Club cars at least are holding good values, especially the Cobra.

Collectables

Scalextric Ninco Renault Clio Diac, No. 50103. BIN £50.00. No sale. Item has been withdrawn from auction and re-listed. A brand new, unused, unopened and undamaged item. No original box (Which one is true?).

Vintage Scalextric sets

Huge lot van load of vintage Scalextric items, 80 cars, track buildings, Dunlop bridge etc. three bids, but item sold at £650.00 BIN on 3rd bid. This has to be seen to be believed. The amount of items in this lot would take a week or more to count, from the photographs provided, but, I do get the strong impression that the buyer is getting a little more value than he might think. Collections such as this do not come up for sale very often (180981531847).

French Scalextric racing set, about 50 years old, in working order, but in need of restoration. Includes blue Aston Martin DB4 GT and a yellow Ferrari GT 250 Berlinetta. Eight bids took this item to sell at €176.00, (approximately £139.95), from Germany. (Translation by Muriel Clubbe). This was on the German eBay site, and it would appear that the price was kept down because it was restricted to the German site only (120986583903).

Lastly the "Holy Grail" of the Scalextric world as it was described, attracted well over one hundred and fifty watchers and made £2,223.73 on a Friday night. Yes the C70 Bugatti, in blue of course, in untouched original condition but missing the driver's head, a fuel filler cap and some part of the steering showed there is still some money around chasing slot car purchases (360488860446)! ■