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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Slot Car Festival 2013- Help Needed

Soon we will be into May and of course this means that apart from my birthday it also time for the next Slot Car Festival, again being held at the Heritage Motor Centre at Gaydon.

This event has rapidly become the premier slot car event in the country, if not the World, thanks largely to the organisers efforts which aim to promote the hobby as a whole.

This year the NSCC will again be in attendance, and we will be doing something slightly different with "NSCC Live" as well as having a couple of tracks set up. So as a consequence we will be looking for some more willing members to volunteer their services again. As last year we do not expect you to give up your entire day for the cause, but just a couple of hours, of course if you want to assist for longer, all the better.

We have secured a limited number of rooms at the same hotel we have previously stayed at which is about 10 minutes away from the museum, so if you wish to stay on the Saturday night, enjoy an evening meal and help on the day please contact me via telephone or email by the end of April please.

The costs which include the hotel room, evening meal, breakfast, a limited NSCC T-Shirt (please advise of size needed) for the event, entry on the Sunday and the chance to purchase a very limited slot car festival car, which is only available to the helpers on the day (cost not included) are as per last year:

Double/ Twin Room for Saturday night - £120 per person

Single Room for Saturday night - £150

Of course if you just wish to help on the day and either travel on the day or arrange your own accommodation, we would be pleased to hear from and would confirm that the cost for this would only be £12 for your entry fee on the Sunday only plus a further £20 if you wanted a Limited NSCC T-shirt (not compulsory and again let me know your size). You would still have the opportunity to purchase the car on the day as available.

So please get in touch with me, as stated above BEFORE the end of April so I know total numbers for tickets and T- Shirts.

Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nscg.co.uk

By Pete Simpson

Although the year has got off to a strong start with prototypes and sign-off models in abundance, there is some bad news to convey before a foray into progress of the new models. We've already heard that the Micro set, "Off Road Extreme", G1094, has been cancelled but now we have another which is destined not to be released: the "Snowmobile Racers", G1095, has been abandoned simply due to lack of orders. This seems a shame as the two bikes, as illustrated in my January report, appeared to be perfectly viable propositions for a new subject. However, it must be preferable to take the decision now rather than have unsold stock sitting on retailers' shelves. With the depressing news over, I'll move on to the more positive subjects on view at Margate.

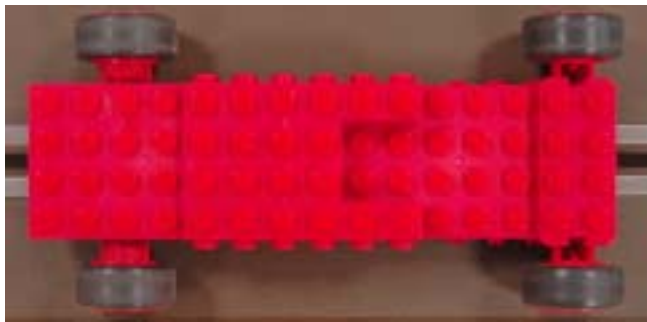


The first fully functioning vehicles for the "Demolition Derby" set, C1301, were on display and, with the Star Wars "Battle of Endor" track all setup and powered, the temptation for just a little trial proved too much. Valuable prototypes they may be, but there comes a time when



sensible decision making has to go on the back-burner. The first problem, soon overcome, was finding a screwdriver to set the handsets to full power. Great idea until we collided: Adrian's car lost a couple of wings and minor sundry parts, whereas mine immediately made for the floor. At this point Adrian remembered an important meeting and disappeared leaving me crawling around trying to locate all the parts. Needless to say, instructions weren't available so I took a little longer than might be expected, hampered by not being able to find the roof of one car: the one with the hood folded down! As I inherited my children's "Danish plastic building bricks what fit together", I can't wait to start creating all those fantastic machines from Thunderbirds: Karen's looking forward to making a twee bungalow or the Eiffel tower! To enable readers to plan their own constructions, here are a few photos illustrating the platform sizing. ➡➡





As can be seen, it's an in-line chassis so not really suitable for serious racing! Unfortunately these are not DPR so an old style 90-degree crossover will be included in the set just to ensure maximum mayhem.



The "Demolition Derby" concept, employing a seemingly familiar scheme for joining the pieces together, is branded as "QuickBuild". This name may soon be observed within other Hornby product ranges as the toy aspect is expanded. The first of these is a Spitfire, released as an Airfix product. The parts are ingeniously moulded with the separate parts mimicking the camouflage scheme. With limited time, Adrian invited me to take it apart and reassemble it: I wimped out when the wings



unexpectedly fell off and put it back together rather than risk being unable to rebuild the whole fuselage. Other models already announced are Typhoon, Messerschmitt, BAe Hawk, Apache and Raptor. I'm waiting for the Lancaster to be announced! I'm not the only one to be impressed by the QuickBuild range as it was a winner in the Best New Hobby category at the London Toy Fair.

A prototype section of track for the forthcoming Star Wars, "Battle of Hoth", C1300, was on display. This will be moulded in white with pale blue overprinting to emulate the planet's icy landscape. I'll have more on the production build vehicles when the set becomes available. If nothing else, the pale track should prove to be a good background for future photographs of new models.



Several of the cars that were on display at the Nuremberg Toy Fair had found a temporary home on the display shelves, pending arrival of the fully detailed prototypes. Although not all were built up as complete cars, they provided a taste of what is to come.

First to be spotted on display was the



Lamborghini Aventador LP 700-4. For anyone that has doubts regarding its potential, the “700” refers to the BHP of its 6.5 litre 60 degree V12 which propels it to 100kph (63 mph) in 2.9 seconds and on to a maximum, in seventh gear, of 213mph. The “4” refers to the number of wheels that are driven: obviously. It really is quite a weapon – even Lamborghini describe it as such. The angularity is captured in these early mouldings, although the overall shape is difficult to capture on film.



There are two versions planned for this year, both road versions and both DPR: a Super Resistant version, C3264, will be released in blue and a High Detail version, C3460, in Orange which will include lights front and rear, with the headlamps being ultra bright Xenon.

Another Nuremberg refugee was the Maserati Gran Turismo MC Stradale as run in Trofeo World Series: this is scheduled to appear as both High Detailed and Super Resistant versions. The two cars illustrated in the catalogue are both still planned for release but the SR version, C3380, will not be in the livery as shown: more details as soon as I find out.



Without paint the shape at first appears similar to that of the DB9R with the typical Grand Tourer silhouette, albeit with a more pronounced nose. As with all of these new cars it will be DPR and have the motor in sidewinder configuration.



Although not totally new, on display was one of catalogue 53's Lotus 49s, C3311, fitted with this year's modified pieces to emulate the 1968 British GP Lotus 49B entry, driven by Jo Siffert, to be released as C3413 in Rob Walker's colours. The additional parts look to be sensibly robust with the front winglets clipping on from below the nose and locating with four small pins. The rear wing assembly includes replacement of the upper suspension arms so forms a reasonably





integrated part. Other parts which are new are the oil cooler assembly which sits atop the gearbox and revised exhaust pipes.



basic body but a vast range of smaller panels will allow the different versions to be created. It may even be possible to create the awesome Pike's Peak car of July 1987, if the shorter wheelbase is ignored. For group B rally fans, these two will sit very nicely alongside the MG Metro 6R4.



I hadn't realised that the two Audi Quattros due this year will be quite so different: one will be an early model, from the Monte Carlo Rally in January of 1985 whereas the other is the more extreme Sport S1 E2 version which won the 1985 San Remo rally at the end of September in the hands of Walter Rohrl. From these images, it will be seen that the Evo model will sport a full complement of front spots. The two Scalextric models share the same chassis and



In an attempt to retain the interest of rally fans of differing ages, this year will also see the release of an older generation of rally car: the Ford Escort MKII RS1800. When Ford launched their rally schedule in 1975 much was expected of this car: the original MK1 had





logged an impressive number of wins in many forms of Motorsport, finally being relegated from WRC supremacy by the arrival of four wheel drive machines in the early 1980s. Although it shared much of the design philosophy of the earlier model, the appearance changed significantly with the angular body and arches appealing to a new generation of fans. The first Scalextric version of the MKII, C3416, will be the Castrol sponsored car of Bertie Fisher and Austin Frazer which finished third in the Circuit of Ireland in 1979. Unfortunately this historic event will not take place this year due to lack of funding, but hopes are for it to return to the IRC calendar in 2014. Doubtless some circuit racing versions of this

Escort will follow in future years although it never quite had the track success of the older shape car.

The Scalextric model will be a High Detail version with front and rear lights, be DPR and have a sidewinder motor allowing a full interior. The new moulding certainly captures the shape of this motor racing great and the crisp printing makes for a very attractive model.

Bringing the rally theme right up to the present day, the 2013 SuperSlot Spanish club car, C3433, will be the Ford Fiesta of Danny Sordo and Carlos del Barrio as raced in the 2012 Argentinean rally, unfortunately retiring





a the start of the last stage due to a mechanical failure. For those that collect the official Hornby images, I've included the image kindly supplied by Adrian.



For fans of Americana, the twin-car set to celebrate the 60th anniversary of the Corvette, C3368A, should come as a colourful addition to the collection. Although the two cars are in fantasy liveries, they are reminiscent of former race paint schemes, the first of which looks spectacular: comparison with the earlier version of the 1969 John Greenwood Stingray, C2503A, shows how close this one is to reality with just the



race number being changed. This model is the same as previously released versions of the L88 with a front mounted motor so will not be DPR. I'll bring more details on the second car to be included in the set in a month or two once the prototype has been approved.

This year's D-Type, C3308, won't quite be as illustrated in the catalogue: it will carry number 8 instead of 9, thereby representing the car driven by Mike Hawthorn and fellow Brit, Desmond Titterington, at the Sebring 12-hour race in March 1956. Unfortunately it was destined not to finish due to brake problems. On the positive side, the model may now be blessed with lights, although all is still not clear. The icons for the original catalogue entry were incorrect: the car pictured clearly had covered headlamps, whereas the icons claimed lights. The first updated mini-catalogue showed the correct icons for the number 9 car but now further confusion abounds as mini-catalogue issue 2 shows the number 8 car being raced with front lights but quotes no front light icon. As soon as I see the first sign-off model, I'll let





everyone know. Whilst on the subject of minor catalogue errors, there should not be a hyphen between “Briggs” and “Cunningham”, Briggs being the Christian name of Mr. Cunningham.



The Visitor Centre is constantly evolving with new exhibits so an annual visit is not unreasonable. The splendid cathedral collection has now been returned to Canterbury Cathedral for long term storage but the display room that was created for its presentation has not been left idle. A new collection is now on display: a range of Pocher large, 1/8th scale model car kits. They range from models dating



back to the original produced in 1966, the FIAT F2 130HP car from the 1907 French Grand Prix, through Alfas and Rolls Royces of the 1930s right up to a fairly recent Ferrari F40, illustrating how the construction of these superb models has changed over the years. Of course, since 2004 Pocher, along with their previous owner, Rivarossi, has been part of the Hornby family so the display is not as surprising as at first may be imagined. Indeed, a new Pocher model has just been unveiled at the Nuremberg International Toy Fair: the Aventador.

So if failing eyesight means that 1/32nd models are getting too difficult to appreciate the finer details, then why not go for the larger scale versions. That'll be the 1/8th scale one, of course! Take a look at <http://www.pocher.com> or <http://www.hornby.com/pocher/> for more details on this fantastic model, yours for the price of the largest digital set.

Just as a final reminder that not everything that emanates from Margate runs in a slot and, as a love of modelling doesn't necessarily have rigid borders, I couldn't resist the temptation to include a mention of the Hornby 2-BIL. Like last year's Brighton Belle, this is a potential⇒





triumph but with plenty of pitfalls. There will no doubt be experts that believe they know exactly what these should look like and a few will be keen to vent their opinions: there are probably too many rivets along the under-frame flange wrangler dispensing boxes for the 1937 model. Fortunately I'm too young to remember Southern Railways' early electric multiple units

so I could just enjoy the skill of the designer and model maker exhibited in these new models. Oh, as they ran through Guildford, I can claim a tentative spiritual link and an excuse to show the superb model here.

Next month will be a lot more Fast and Furious. ■



We start this month with the new Chicago city police car from Chase Models which is the perfect companion for Gareth's Blues Mobile. I can now re-enact my favourite bits from the Blues Brothers where hundreds of these cars driven by Chicago's finest were crashed spectacularly trying to catch our hero's as according to the police controller "The use of excessive violence in the apprehension of the Blues Brothers has been approved". I have built the police cruiser exactly to spec and the sprung chassis on these cars just look superb as the car body rolls and the rear end tail slides around the track in hot pursuit.



Chase Models Chicago police car and Blues Mobile

Next up are five new cars from GT Models these are a pair of 1982 Ferrari 126C2s, a pair of Maserati 4CLTs and the 1951 Alfa Romeo 158/159. George's versions of the 126C2 come with decals for Gilles 2nd place San Marino, Gilles Belgian qualifying and Pironi's controversial San Marino 1st place car. My two Maserati 4 CLT's are done as #18 Gigi Villoresi 1948 British GP. winner and #28 Prince Bira's



GT Models Ferrari 126C2s

2nd placed car from San Remo in 1949, the kits come with standard decals to produce the #2 De Graffenreid car from the 1949 British GP. and the #18 Fangio blue and yellow winner from San Remo in 1949. Finally from George are new variants of the Alfa 158/9 with double exhaust versions and decals to do the Trossi 1947 Italian GP. winner, Wimille 1947 Swiss GP. and 1948 Monza winners, the Fangio 1950⇒



GT Models Maserati 4CLTs



GT Models 1951 Alfa Romeo 158/159

Monaco GP. winner and the later 158/9 version with the large spats to do the #24 Fangio Swiss GP. winner from 1951, which is the car I have modelled here.

I have made a start on building my Stryker Models versions of the Ferrari 126C2 however these are somewhat more involved in terms of chassis fit and hopefully these will be done next time. I have seen the 1969 Piper GTR which Jon is producing as Strykers second release and it looks a very interesting subject. Last month I showed you one of the All Slot GP. cars from Osterero, I liked mine so much I bought three more from Pendle Slot Racing and have done them in Red Bull, McLaren and Mercedes fantasy liveries as shown here.



All Slot GP. Cars

Just before going to print I was sent pictures of the three latest releases from AA Bodies these being the 1954 Lotus MK VIII, 1955 HB DBR Le Mans car and the 1961 Elva MK6 hopefully I will be able to build up some of these myself in the future and bring you pictures of my own efforts but once again Dave has done a fine job capturing the lines of these classic period sports racers. Staying in the UK we have the next release due from Pre-Wing this being the



AA Bodies 1954 Lotus MK VIII

Brabham BT24 which should make a fine addition to the sixties GP. range alongside their super Honda.



AA Bodies 1955 HB DBR Le Mans



AA Bodies Elva MK6

My good friend Milan at MTR32 has been busy again producing four new cars. The first of these being the Grand-Am #8 Ford Riley MK XXVI Starworks – Motorola entry which finished 2nd at Daytona in 2012 driven by Dalziel, McNish, Luhr, Popow, and Potoicchio, and the '94 BMW M3 Turner Motorsports – North West entry of Auberer, Dalla Lana, Johnson and Said, which retired 56th in the same event. I have purchased from him the #57 Stevenson Auto Pontiac GXPR as campaigned



MTR 32 Pontiac GXP and Sauber Mercedes C11

by Davis, Liocell, Jeanette and Pobst and his take on the #1 Sauber Mercedes C11 of Schlesser and Baldi. I still struggle to believe the bodies are Lexan and super light and when coupled to Milan's laser cut chassis these really are flying machines.

In other news Team Slot have released a limited version of the Alpine A310 in conjunction with Catalanian television station Esports3, Top Slot have a Pegaso Z102 Cabrio Limited Edition along with a new version of the Mercedes 300SL, Slot Real car have a Pegaso 7222 Truck as the Dakar 86 class winner,

newcomers Scalextric Passion have a limited edition SEAT 1430 London-Mexico car hand crafted out of the SCX rally version, MMK have a new livery for their Mercedes Transporter in the guise of Team Martini Porsche and Cartrix have issued a tribute car to the late Carroll Shelby with a Maserati 250F depicting his blue and white entry in the 1958 British GP. Away from car kits and RTR's we have some superb new modern Pitlane timing stands from Slot Track Scenics, and some new ultra light URANO magnesium alloy wheels from Sloting Plus in both 8.5 and 10 mm widths.

Finally it is with great sadness that I learnt of the passing of one of NSR's founders Salvatore Noviello in a car accident in March at the age of 49. Salvatore was hugely passionate about slot cars and slot car racing and not only was he part of the driving force behind NSR but a super racer driving his own company's products to great effect on Europe's slot tracks, he will be deeply missed. Hopefully however NSR will continue to go from strength to strength in his memory and have released this month a Lotus version of the Abarth 500 Assetto Corse, the #50 Stielstra/ Haane Porsche 997 GT3 from Spa 2007, the #2 Audi R18 Etron Quattro of McNish/ Capello/ Kristensen that finished 2nd at Le Mans in 2012 and a version 4 evolution of their successful Mosler MT900R as a white kit. ■



Real Slot Car Pegaso 7222 Dakar 1986



In the last month, I spent a great day “competing” in the Goodwood Nine Hour endurance race at the Bolwextric race club in Clanfield last month. The circuit is a 130ft (40m) long, six-lane, routed wooden track and was the same circuit used for last year’s Ninco Porsche 997 12-hour endurance race.



This year, rules stated that all cars should be from the Ninco Classic range with only Ninco components fitted, exactly as they would have been supplied, but without magnets. Along with fellow NSCC members Pete Simpson and Paul Leagas, we entered an off the shelf Jaguar XK120 “Donington” (50587) and raced tirelessly to achieve a *top six* finish. It’s worth noting that the eventual winner, by just over 14 laps also raced a Jaguar XK120; (*a race report appears in this month’s Journal*).

1 of a Few

If you were at the Milton Keynes swapmeet (mid February) you may have acquired one of a very limited number of special edition E-Type Jaguars with subtle NSCC logos printed above the rear wheel arches and a “NSCC” print on



the front windscreen. The base also has a special print to help differentiate the car from the standard Ninco-S “Sebring” (50596) version released just over a year ago. A very nice addition to any collector’s stable.



Grand Tourer

A crisp new livery of the popular Ford GT is also due about now. Based on the Team “Fischer” (50624) livery from 2009, this model has the long-can motor fitted in the angle-winder position. This Ford is highly popular in modern GT and Endurance class club racing. The low centre of gravity makes for excellent



road holding characteristics and the car can be race tuned even further by adding a variety of ProRace components such as alloy wheels and hardened axles.

Two Strong

At the start of this year, Ninco announced a totally new model for release in their 1/32nd scale Ninco 'S' Sport range - the iconic Lancia Stratos rally car. The models were displayed at the Nuremburg Toy Fair in February 2013 and since then everyone has been anxiously waiting for news of their release. Well, now the wait is over and two strong Italian brands, "Pirelli" (50622) and "Alitalia" (50625) are the featured liveries that adorn the first releases. These cars

are powered by the high torque NC-9 'Sparker' motors mounted in-line and with their relatively short wheel-base, they should be nimble enough on track to challenge the crown of many future slot rally championships.

Raring to go

The UK Slot Car Festival is due to be held once again at the Heritage Motor Centre in Gaydon on Sunday May 12th 2013. Now into its third year, I thoroughly recommend it as the place to to see and learn more about the hobby. My ticket is already reserved and I suggest you do likewise; feel free to say hello if you spot me there! Look out for the show edition of "Slot Car Mag" as it features a unique article about one of my all time favourite Ninco cars... *(Do you know what it is yet?)* ■





C3303 Ford Falcon XB GT Coupe

By Pete Simpson

Over the past few months I've reported on several slot cars and related items but, "Messages" aside, I've managed to overlook the products from Margate. So, to redress the balance, Adrian Norman kindly donated a model which has yet to be reviewed: the Ford Falcon XB GT Coupe. This example will go on to be the subject of a conversion that many should be able to achieve: the second article will appear once the weather is warm enough to permit that application of paint.

Although the example assessed here, C3303, was released last year so has been available for a few months, a new version in revised livery, C3402, will be released later this year. So, for anyone that resisted the temptation to buy the first rendition of the XB, now is the time to decide if this year's release is a worthy addition to the stable. It will certainly bring a new colour to the collection.

Before I launch into details on the review model, here are a few notes on the car to be created for 2013. It will be the 1974 Bathurst entry as driven by Alan Moffat and Dieter Glemster, with Brut "33" sponsorship, which alas failed to finish. They retired a little after half distance having suffered numerous problems with the distributor, bearings, clutch, gearbox and brakes. Although the catalogue image is of a real car, it is not the one most often found when searching the web: basically the model looks correct but the race number 33 is usually



much larger. Another mystery: is it of a car used during practice or taken from a different race? Once I see the sign-off version I'll be able to provide a few more details. One aspect is certain: it will be a High Detailed, DPR release like the review car.

Returning to the version currently available, C3303, the model represents the 1976 Bathurst car of Alan Moffat and Vern Schuppers: more details appeared in the November 2012 "Messages". It is a pretty impressive piece of slot car hardware, fitting snugly into the latest jewel case, and tipping the scales at 86 gm, it is no lightweight. Initial impression is of a car that is nicely modelled, even though it is based on a slightly obscure subject for the UK. Of course, for those petrol heads amongst us, this is a car that achieved celluloid fame albeit in a slightly covert form. I'll detail more on this aspect later.

The tampo printing is sharp and opaque, ➡➡





although the overall scheme is fairly modest when compared to today's desire to raise revenue from every available area of body. The base colour is a slightly off-white and makes a pleasant change from gleaming white. It is often the smallest of details that elevate a creation from toy to model status and this example has a few rather fastidious little details. A nice touch is the addition of yellow arrows on the chassis to indicate jacking points, another being the headlamp protectors which are competently moulded in clear plastic. Unfortunately, or possibly as a blessing in disguise, no door mirrors are fitted. As with the majority of new releases, it will be easily converted for digital running by the insertion of a digital plug. Lights are fitted at both front and rear: the headlamps easily being bright enough to run in the dark.



Before giving it a run, I choose to take a peek inside. With some products this can be highly recommended, rather than risk damaging delicate parts, but for the main suppliers this is simply an irrepressible desire to know what makes it tick. Rest assured it all went back together: I'd have kept quiet otherwise.

Four screws secure the body to the underpan: remove these and the two main



assemblies can easily be separated, with no fiddly parts to catch. Unlike some other manufacturers, the interior and glass are retained by plastic lugs rather than by heat welding making any dismantling an easily reversible operation.

Running gear is configured as a side-winder allowing plenty of space for a full interior and a driver with both legs! Two magnet positions are provided: one below the rear axle, the other just in front of the motor. As supplied, the magnet is installed in the rearmost position. The rear axle on my example was slightly offset to the offside: very little adjustment is possible as the nearside wheel is already very close to the bearing: it is probably the offside wheel that was pressed too far onto the axle. This could be a design issue as other examples also seem to have the same error. As the rear axle is swaged to ensure the wheels stay in place, I wasn't tempted to tamper.

The guide is the usual disc type, quick-change version but, unlike some models, has no self-centring action. This type of guide assembly is a real bonus for parents and children alike as it removes the frustration of poor reliability caused by worn braids and the associated





nightmare of fitting replacements – with the disc braid unit getting the car running again is a few second's work.

The chin spoiler and grille are separate mouldings so can easily be removed or remodelled for Scalextric to create different model-years: a simple face lift in the same manner as planned by Ford.

Head and tail lights are provided by high brilliance, surface-mount LEDs making the lighting circuit boards very compact. The cavernous body ensures that the wiring for the digital plug fits neatly under the bonnet.

To ensure the axle remains securely in place when the car is crashed, the interior moulding includes two struts which clamp onto the top of the axle bushes. A single central strut ensures that the same is true for the motor. These are a couple of important small details that help ensure the car remains operational despite suffering a few knocks.

When replacing the body, a modicum of care is required to ensure that the front lighting PCB seats snugly into its mounting posts as there is no adhesive employed to hold it in place.

The wheels were new for this model and represent the BBS alloys fitted to the race cars. These are shod with treaded Goodyear emblazoned tyres, to match the sponsorship decals on the body.

Performance

On my relatively compact home circuit the car felt very stable despite its large size: the motor is easily up to providing rapid progress from a relatively heavy model. The magnet is certainly not excessive and seems to provide just enough downforce to prevent overturning at every corner without exerting excessive drag on the motor when running in a straight line. Indeed, tail out cornering is possible without the car snapping out of line when the magnet loses alignment with the rails. For beginners, retaining the magnet will provide plenty of enjoyment and still require skill in order to achieve the fastest lap times: gone are the days when a magnet guaranteed that a car stayed on the track regardless of throttle position.

Removing the magnet is not a problem, but requires more dismantling than is usual. Because the magnet is located almost under the motor, it is first necessary to remove both the rear axle and the motor: with a small screwdriver inserted⇒⇒



from below, it is easy to safely force the magnet from its retaining clips. The model can then be reassembled and a new character revealed.

A second aspect of removing the magnet is to highlight any poor design or assembly within the running gear as the downforce serves to dampen any sloppy fits and camouflage the effect of eccentric elements. In this case, having removed the forces holding the car to the track, it still remained smooth and quiet; the wheels ran true, had respectable grip and the gear mesh remained smooth. Once the magnet is removed, the car is doubtless far more fun but greater care is required to avoid falling off: a car of this size can be drifted around a circuit without too much danger of rolling, although some reduction in rate of travel is required for corners. So, for a home racer, the choice of configuration will provide two very acceptable styles of racing.

Having established that for home use the model is competitive with its stable mates, a run around the Croydon track was required to reveal any other failings and to determine what improvements could easily be implemented.

Track Testing

First action, before leaving home, was to glue the rear tyres to the rims and give them a light sanding to ensure maximum rubber contact: very little time was required to achieve a full width contact area, although there was certainly a high band around the outer edge. The rubber sanded easily without any signs of chunking or tearing. A small radius was added to the outer edges to help prevent them catching on corners and cause the car to roll instead of sliding I then replaced the magnet so I could assess its impact on a larger circuit.

The circuit starts with a long 32ft straight (Classic track, remember, so definitely not 9.73m) so before I'd even arrived at the first corner, I could feel the magnet holding the motor back and preventing it from achieving its maximum revolutions. Through the curves the car felt stable and managed a few laps without any deslotting. Pushing on a bit and the magnet soon let go resulting in the model rolling over in the turns. It was all very smooth, but just not particularly fast.

With the magnet removed, the load on the motor was significantly reduced and permitted it to easily rev higher. Although the basic Mabuchi is never going to make the car a flyer, it was much freer and lively. As mentioned above, the Croydon track is Scalextric Classic so, although it would be unfair to describe it as bumpy, the longest straight has been known to upset the smooth riding abilities of some cars. This isn't a problem, but it does prompt a couple of beneficial modifications in order to ensure that the high speeds achieved don't result in the car floating out of the slot, losing all braking, and heading full-bore into the corner buffer. An even worse scenario is if the car re-slots into a neighbouring lane and is subsequently driven by an innocent colleague, flat out towards the hairpin corner.

An initial lap was tentatively undertaken to get a feel of the car without its magnet and it felt encouraging: the tail was lively, but controllable. After a couple of these careful laps, I came to the main straight and went for full power. As I should have anticipated, the Falcon flew down the straight, lifted out of the slot and crashed headlong into the buffer. Fortunately the car is very robust so no damage occurred.



Minor Tuning

Back home, with the car having survived several excursions off the track, I tried to improve matters for a return run the following week. I'd already decided that the car would later undergo a conversion so there was no need to preserve it in MIB condition. First point to improve had to be the ability to ride a longer straight: I decided to fit a sprung guide with very soft copper braids. This is normally a simple task of removing the existing guide and refitting with a longer-stem unit fitted with a soft spring: for those not familiar, here's a typical replacement guide.



However, as Scalextric employ their own quick-change assembly this isn't quite so straightforward and requires a non-reversible



modification as the tube where the guide mounts has a shoulder to provide a register for the retaining screw. A simple solution is to drill out the bore to accept a short length of K&S tubing which will then act as a mounting tube for the replacement guide.

Hopefully the photos make this clear.



The second change was fitting smaller diameter front tyres: as the axle position is fixed this is the easiest way of lowering the guide further into the slot. With just these modifications, it was rerun at Croydon.

The difference in performance was immediate: the long straight could be taken at full power with no tendency for the car to float out of the slot. Once confidence was gained, and its performance envelope appreciated, it was possible to push the car to its limit. If driven recklessly it would soon roll over, but if allowed to roll into a corner the power could be applied steadily until the back end just stepped out of line in a very smooth manner. Whilst this was not going to win any races in the saloon car class, it was fun to drive.

⇒

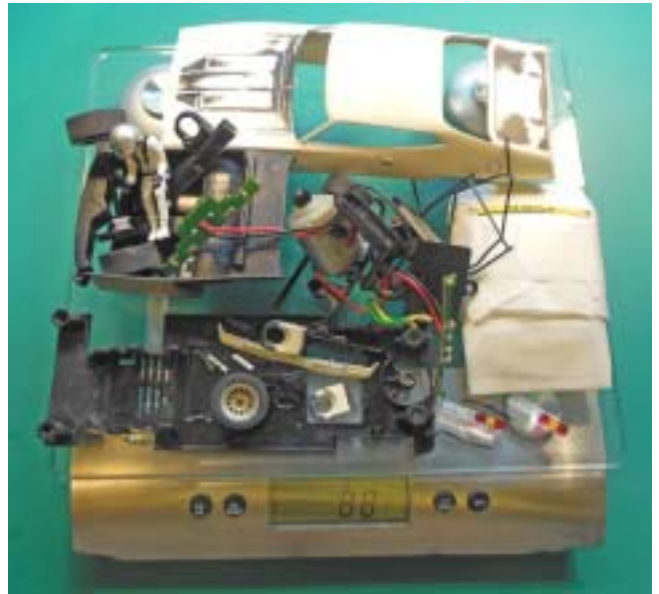
Due to the inclusion of lighting circuits, and their means of retention, it is not viable to slacken the body screws for racing. If handling is to be improved by allowing body-rock then further modification would be required: the lights would probably need to be dispensed with and the front grille and rear bumper glued into position on the upper part of the body moulding.

Conclusion

Back at home it was a delight: drifting smoothly around the tightest of bends was no tendency to de-slot. So, although for most home tracks, the car performs adequately from the box with just a couple of minor modifications it can significantly improved and also be made to provide more fun on club layouts at higher speeds.

I have to confess that I overlooked checking the weight whilst writing the review and unfortunately I'd already begun work on the next phase of this report before I'd realised. Anyway, with a little bit of ingenuity the figure quoted above was derived, albeit without paint!

Many thanks to Adrian for supplying the review sample: I just hope he doesn't want it back! As already mentioned, for a future article I'll be showing how it can be converted to an iconic film car. ■





Porsche 934 Martini (50613) – Not just another Porsche By Peter Solari

Ninco have produced a number of Porsche 911/934 cars in a variety of decorations and this, the “Porsche 934 Martini” (50613), is one of the more striking liveries. Martini Racing cars are instantly recognisable and just like other prominent sponsors such as “Gulf” or “Jagermeister”, make for quite a collectable series.



About ten years ago, whilst at the Ninco facility in Spain, I was lucky enough to witness assembly of their first version of this car and clearly recall being amazed by the number of parts that go into making up the completed model.

Although the livery design is not particularly challenging (*representative of the '70s era*), the silver paint finish and print detail is absolutely flawless. Familiar ‘Martini’ stripes scoop around the bonnet, run along each side edge of the roof,



down the rear window posts and meet over the up-turned ‘duck tail’ rear spoiler. A bold number 8 stands out neatly on a white background in the centre of the bonnet; on each of the two doors it is surrounded by Martini stripes which also encompass a “Martini International Club” racing logo. The car sits on four detailed silver and black Fuchs wheels which are all attached to the chassis via independent ProShock suspension and brass bearings. Even exhaust detail is fitted to the underside rear of the chassis. Attention to detail continues inside the cabin with a full roll cage, bright red fire





extinguisher and printed dashboard dials. A single seat supports the lone driver who wears a rally style crash helmet.

This livery pays homage to the 1973 winner of the Targa Florio, said to be the last *true* Targa Florio race, held on the Piccolo Madonie circuit formed by 45 miles of Sicilian roads. Porsche filled three of the top six places with the number 8 car driven by Gijs van Lennep and Herbert Muller. This race saw Porsche despatch the big guns of Ferrari, Alfa and Lancia although worth mentioning that it was a Lancia Stratos that finished in second place... (*Ninco, take note*).



Proportionally speaking, the car looks correct with overall extremity dimensions of 133mm in length, 63mm wide and 40mm high (+/-2mm of suspension travel) and weighs only 86grams. Parting body from chassis is easily



done by removing two screws thus revealing the workings which include red "soft" springs on the front axle and blue "medium" springs on the rear. The '73 Targa Florio was a street circuit and therefore ProShock suspension is not out of place on this model. It runs just as comfortably on "Asphalt" as it does on "Raid" track surface and makes it an ideal choice for racing in any Classic Rally series. Also clearly visible on the inside of the chassis is the cylindrical magnet which is positioned just in front of the "NC-14 Speeder+" motor, giving a lifelike Porsche tail-happy handling when being pushed through twisty circuit sections. (*However, for maximum fun, I recommend you dispense of the magnet completely*). To compliment the suspension, a sprung guide is also fitted ensuring maxing contact with the rails at all times.



Quality fit and finish are what you come to expect of a German automobile and Ninco have replicated this in their model of an iconic German sports car. It really is a beautiful example of how a slotcar can be just as much pleasure to look at as it is to race. ■

Farewell to Roy Charlesworth and Jim Sharp - An Obituary

by **Steve Carter, Chairman of The London Scalextric Club**

It is with great sadness that I have to report the death in January of the founder of my club, Roy Charlesworth.

Roy was a dance instructor at the Odeon Ballroom in Wood Green, North London when in 1977 he decided to try and resurrect his old hobby of scale slot car racing. By this time it had all but disappeared but he advertised in a paper and people from all over London and the Home Counties responded and so the club was born. Among these first club members were people who subsequently went on to form other London area clubs.

In these early days Roy sowed the seed for what has now become the NSCC. He formed friendships in Europe and America, buying and swapping models especially the Spanish Scalextric range which the club members loved, with many members becoming collectors themselves.

I remember once in the mid '80s I was going to a NSCC swapmeet in Birmingham and Roy asked me sell an item in the auction being held there on his behalf. It was a Russkit scratchbuilder kit of a Maserati 'Birdcage' sports car, mint and boxed, which fetched £20! Imagine what this would fetch now, such is the difference of interest in the hobby between now and then, with this being the '80s.

Roy was always a competitive racer but he never liked the use of dynamic breaking and by the dawn of the '90s he had seen enough. He had always been afraid that the hobby would over reach itself again as it did in the 1970s, but the club was now thriving at its new home at St. Marks church, Wood Green, so Roy walked away and never raced again, content with his other hobbies of dancing, radio ham and Morse code. Upon retirement he moved to the Philippines with his new wife to live with her family and it was there that he passed on.

Two months have passed since Roy's death and we now have another friend, who has passed away. Jim Sharp was one of the first to arrive at Wood Green in those early days, but around 1980 the club lost the use of the ballroom and Jim together with some members from South London formed a new club at Cheam, where Jim became club secretary.

A very likeable man, Jim had a mischievous sense of humour, almost childlike sometimes and where ever there was racing or a swapmeet, there would always be Jim. It did not matter that he never had a competitive bone in his body; he just wanted to be part of the fun. When Cheam also lost its premises, the club relocated to Burnt Oak and Jim remained the secretary and managed the finances through some tough times.

As he got older and his health deteriorated, so did Jim's cars and it became a standing joke that they were mobile chicanes through their lack of preparation on race nights. But Jim did not care and you could not help but laugh with him, which did keep a light hearted perspective on the racing.

After a recent operation Jim's health deteriorated further and he was unable to get out. The Club had moved again to become Nascot Wood and regrettably Jim had no hope of getting there now, but despite this he still insisted on paying his membership fees, a mark of the man!

With Roy and now Jim passing away in the early months of this year, we have thus already seen the loss of two great characters that contributed and shaped our hobby into what it is today.

So Roy and Jim, you may have gone but you will never be forgotten. ■



Mad Croc MAN truck of Mika Makinen

By Paul Croker

Flyslot have released yet another race truck to keep us race trucks fans happy. This time they have chosen the Mad Croc Energy drink (and gum) sponsored MAN of Mika Makinen which competed in the 2012 European Race Truck Championship, of which he finished 7th overall in. This truck is one of a few that has sponsorship from something other than a haulage company or manufacturer of truck related items which is a pleasant change, and will make a nice addition to any ones collection.



Mika Makinen in action at Donnington during the British round of the FIA ETRC 2012

Initial Impressions

Initial impressions are very good, we have the crystal lid box with backing card, the fine silver springs to represent the trucks hoses, the front wheels no longer have the centre discs and the finish is exceptional. Since the return of the Flyslot race trucks, each model has continued to improve towards the standard that we had come to expect from Fly. The latest release does see the return of the metal etched grille under the windscreen, which is a welcome addition, but a couple of areas still require attention. It's not until you remove the truck from the base and

turn it over that you find that the older style air intakes have again been fitted to the model as was done on the Antonio Albacete truck of last year. I had thought that this issue had been resolved, as when the Gulf coloured truck of Jean Pierre Blaise was released, this error had been corrected, having only the radiators fitted. I will say that all the other errors which were found on the Antonio Albacete model which didn't appear on the Gulf liveried truck have not made a return, so all is not bad. The only other detail is that the driver's safety netting has still not made a return, and as with all the trucks is a noticeable omission in my opinion as many of them are coloured to match the trucks livery.



The underside highlighting fitment of radiator air intakes which are not meant to be fitted in the first place

How does it compare to big brother?

Having seen the truck for myself at Donnington race circuit last year and taking some photos, Flyslot have done a very good job of the livery. From what I can see there is only one omission which is a sponsor from across the top of the windscreen. This although different for the ➡➡





Flyslot's model of Mika Makinen's 2012 ETRC MAN race truck

race at Misano compared to when it was at Donnington, was still present and I cannot understand why this would have been omitted from the model.

As usual they have had to make adjustments due to the model been based on the Super race trucks of past and not the current race trucks, however it does represent the real truck quite well.

Onto the Track

With magnet fitted the truck went as you would expect, and as I am not a lover of magnets I became bored with it after two laps! So with magnet removed it was back to the track to have some tail out fun. The truck showed no signs of the issues that we had of the earlier trucks with the contrate gear slipping, and with what seems like a quite soft tyre compound the truck preformed well. The tyres could do with a glue and true, but if left will wear in and the truck will perform better as time goes on. The only small

criticism that I can make of the running gear is that of the plastic pinion. It was showing signs of wear after my stint on the track, and with the truck been quite heavy adding to that of the strong motors used, the use of a brass pinion would be of some benefit.

In Conclusion

Things continue to improve, and it is great to see another truck for us to use and collect, but Flyslot still need to go that little bit further to justify the cost of these trucks. I will still continue to purchase these trucks as I have for this review, but only at the discounted prices that our well known traders sell them for.

Many thanks once again to Telford of Typhoon Slots and Models for supplying the truck quickly for me to review. And don't forget you can see our very own British race trucks in action at Brands Hatch on the weekend of 20th/21st April 2013. ■

Bolwextric “Goodwood Nine Hour” Endurance Event

By Peter Simpson

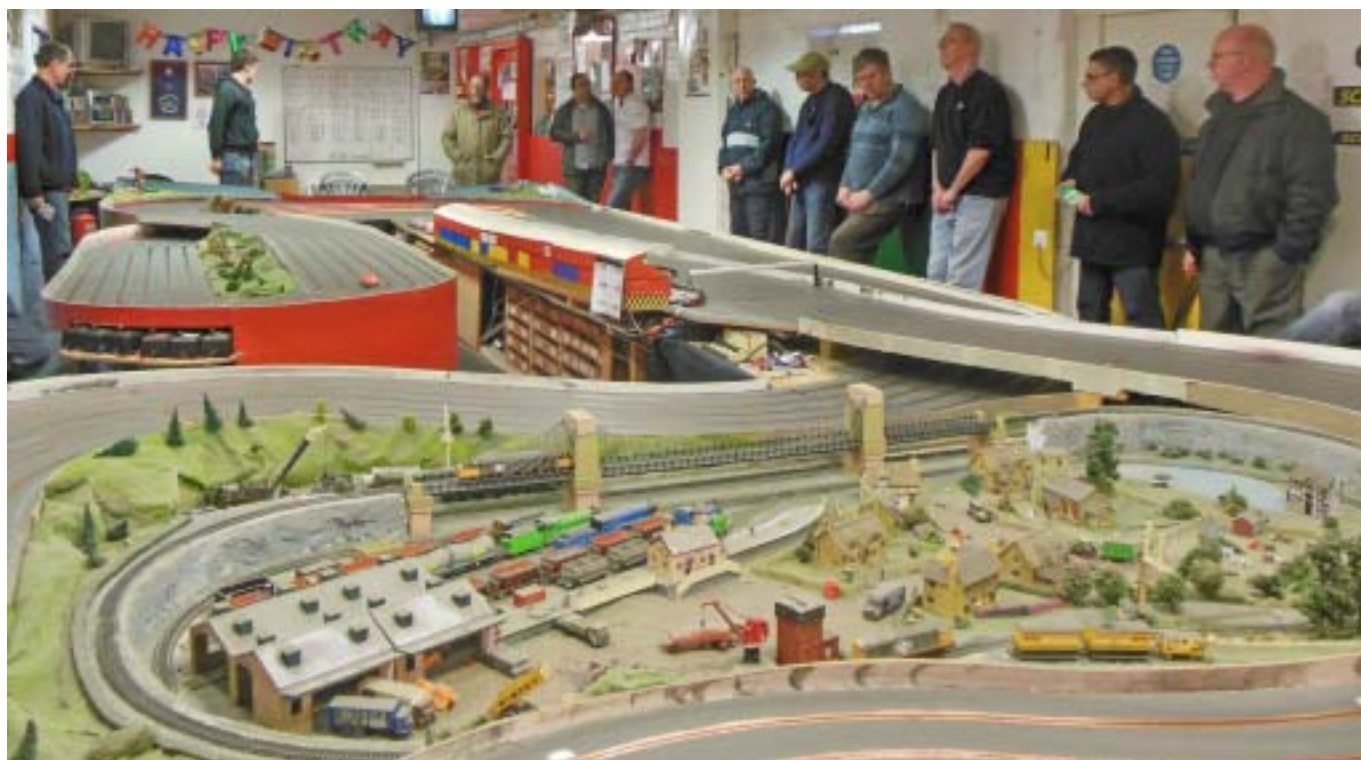
It hardly seems possible that a whole year has passed since the last Bolwextric Endurance Race. This year the duration was reduced from twelve hours to a mere nine and, as the visiting team, we were given the choice of start time: 10:00 am seemed reasonable as we had a long day ahead. Maybe the reduction in race time was a wise decision as there was a full complement of teams with all lanes being employed: last year there were only four teams participating.

Cars eligible for this year were any of the Classics range from Ninco. Peter Solari had studied the back catalogues and carefully selected what he considered to be the ultimate performer due to a powerful motor, long wheelbase and wide-ish track. This was a

delightful Jaguar XK120 fitted with an NC5 motor. That seemed encouraging as I'm familiar with this motor, it being one of the control motors we're permitted to use at Croydon.

As last year, we had a three man team although the ailing Paul Yates was replaced by Paul “Legsy” Leagas. In order to save the NSCC the embarrassment of being recorded as coming last for two years on the trot, Peter had the cunning idea of renaming the team “Loft Boys”. We believed that the rules dictated that the cars should be box standard prior to the race starting with tweaking limited to factory parts being replaced throughout the day. It transpired that the other teams car's had been used on the track before so had been subjected to a few of the usual racers' tricks. We discovered this with ➡





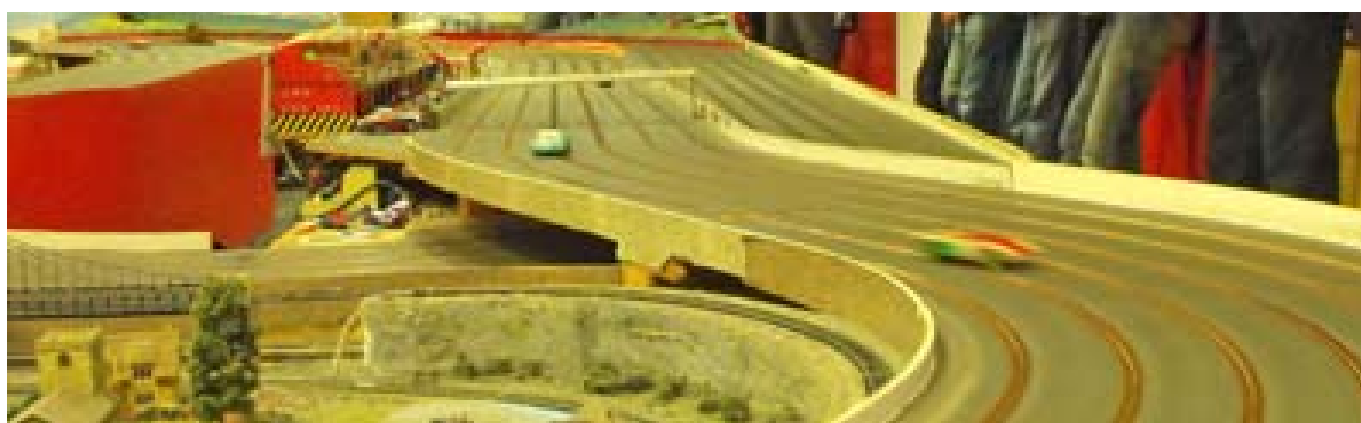
plenty of time to run a few practice laps and conduct whatever changes we wished. The only problem was that we were insufficiently experienced to know which modifications would increase our lap times and which would serve to make us more competitive. We took the resolute stance that being able to claim that we'd raced a standard car would be better than accepting we'd come last with a modified one.

Prior to racing we decided that the guide-spring should be removed. Not because it was a problem, just because it wasn't required for the ultra smooth routed circuit and the shedding of weight may provide a small improvement in performance: we were desperate! The only other work performed on our little Jag was a very light sanding of the rear tyres: not enough to remove

the nicely moulded tread, just a gentle true and a small radius applied to the outer edges. Then it was time to race.

Apart from the Bolwextric track being very smooth and totally devoid of any joints, it is not wired for braking. This certainly results in a very fluid racing style but comes as a bit of a culture shock when the car refuses to decelerate: last year's Porsches must have been blessed with more drive-train friction than our trusty Jag as the first few laps were almost impossible to negotiate. As expected, we got better once a few laps had been completed and the dexterity of the marshals was tested less.

Based on last year's ploy of spending as much time as possible learning the circuit and the resultant ever-reducing lap times, we again





opted to each drive for the whole of our allocated forty two minute sessions. Once again it proved successful. Although we were never in any danger of competing with the other teams, we did have the satisfaction of being able to observe our own times reducing during the day: I managed twenty more laps in the last period than I had on my initial run. Peter and Paul also saw significant growth in the distances they covered, although their initial efforts were on a par with my final achievement.

Meals have to be grabbed whenever possible as at any time one of the team is expected to marshal: in retrospect it sounds a bit odd to claim that finding time to eat has to be juggled with time spent driving but there never seems to be an excess of hanging around.

The main rule applied to tuning the cars is that any work has to be conducted during a race period, none is allowed during the breaks between races. After last year's debacle when we lost five laps whilst slackening the body screws, resulting in reducing the car to a wobbly wreck and subsequently losing a further few laps tightening them up again, we decided to leave well alone and rely on Ninco's factory-build standards to see us through the day.

Team	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6
1	2157.2	2207	2048.1	1740.6	2033.4	2220.9
2	217.7	231.4	206.4	175.1	217.3	223.2
3	207.9	216.4	198.2	180.6	213.8	225
4	2567.8	2657.8	2452.7	2086.3	2464.50	2669.1
5	217.5	217.5	201.5	176.2	203.7	225.3
6	207.7	221.4	210.6	176.2	216.2	218.7
7	208.3	227.6	207.1	181.0	217.1	223.7
8	212.1	210.6	207.6	185.6	208.2	223.7
9	212.1	212.1	212.1	185.6	208.3	221.9
10	220.3	227.8	212.1	185.6	208.3	221.9
11	220.3	227.8	212.1	185.6	208.3	221.9
12	220.3	227.8	212.1	185.6	208.3	221.9
13	220.3	227.8	212.1	185.6	208.3	221.9
14	220.3	227.8	212.1	185.6	208.3	221.9
15	220.3	227.8	212.1	185.6	208.3	221.9
16	220.3	227.8	212.1	185.6	208.3	221.9
17	220.3	227.8	212.1	185.6	208.3	221.9
18	220.3	227.8	212.1	185.6	208.3	221.9
19	220.3	227.8	212.1	185.6	208.3	221.9
20	220.3	227.8	212.1	185.6	208.3	221.9
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23	220.3	227.8	212.1	185.6	208.3	221.9
24	220.3	227.8	212.1	185.6	208.3	221.9
25	220.3	227.8	212.1	185.6	208.3	221.9
26	220.3	227.8	212.1	185.6	208.3	221.9
27	220.3	227.8	212.1	185.6	208.3	221.9
28	220.3	227.8	212.1	185.6	208.3	221.9
29	220.3	227.8	212.1	185.6	208.3	221.9
30	220.3	227.8	212.1	185.6	208.3	221.9
31	220.3	227.8	212.1	185.6	208.3	221.9
32	220.3	227.8	212.1	185.6	208.3	221.9
33	220.3	227.8	212.1	185.6	208.3	221.9
34	220.3	227.8	212.1	185.6	208.3	221.9
35	220.3	227.8	212.1	185.6	208.3	221.9
36	220.3	227.8	212.1	185.6	208.3	221.9
37	220.3	227.8	212.1	185.6	208.3	221.9
38	220.3	227.8	212.1	185.6	208.3	221.9
39	220.3	227.8	212.1	185.6	208.3	221.9
40	220.3	227.8	212.1	185.6	208.3	221.9
41	220.3	227.8	212.1	185.6	208.3	221.9
42	220.3	227.8	212.1	185.6	208.3	221.9
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44	220.3	227.8	212.1	185.6	208.3	221.9
45	220.3	227.8	212.1	185.6	208.3	221.9
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67	220.3	227.8	212.1	185.6	208.3	221.9
68	220.3	227.8	212.1	185.6	208.3	221.9
69	220.3	227.8	212.1	185.6	208.3	221.9
70	220.3	227.8	212.1	185.6	208.3	221.9
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74	220.3	227.8	212.1	185.6	208.3	221.9
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92	220.3	227.8	212.1	185.6	208.3	221.9
93	220.3	227.8	212.1	185.6	208.3	221.9
94	220.3	227.8	212.1	185.6	208.3	221.9
95	220.3	227.8	212.1	185.6	208.3	221.9
96	220.3	227.8	212.1	185.6	208.3	221.9
97	220.3	227.8	212.1	185.6	208.3	221.9
98	220.3	227.8	212.1	185.6	208.3	221.9
99	220.3	227.8	212.1	185.6	208.3	221.9
100	220.3	227.8	212.1	185.6	208.3	221.9



One of the front running teams lost forty laps due to having to retire to the pit area for essential maintenance: for us this would have been an unmitigated disaster jeopardising even sixth place!

Indeed, the only degradation in the car after nine hours of circulation was wear to the rear tyres. A quick calculation revealed that, had we completed as many laps as the other five teams, our tyres would have worn through to the rims. Ironically, tyres were the only parts we had as spares.

Despite some impressive acrobatics, there was no indication that motor was becoming loose although the rear bushes were certainly less than snug in the chassis moulding. This could have resulted in a reduced performance but, as we were continuing to learn how to negotiate the track right up to the finish, went undetected. Everyone had been extremely friendly with advice being freely given: it was generally proffered that the NC5 Speeder motor fitted to our car was probably a disadvantage as the chassis couldn't cope. This would be hard to dispute as the day's winner was a similar Jaguar with an NC1 motor.

The other teams also had a very high degree of reliability with very little maintenance being required: one car did sound very close to expiring with an occasional whine as the pinion rotated without any engagement with the contrate. Peter even managed to match its progress for five or six laps until his concentration wavered.

Probably the most satisfying result of the day was to be invited back again next year: our inability to match the resident racers' lap time, frequent crashes and the occasional inadvertent interference with the leaders' progress were all secondary to making up the numbers in order to have an enjoyable day raising money for charity. ■



email: ebaywatch@nsc.co.uk

Hello everybody! It's me again. I have just been dumped on by another five years of snow in one night. It's really improved the look of my back garden. It now looks as pretty as everyone else's. (You may think you have heard this somewhere before?). Seriously, friends, I could not believe the weather. I could not get out for at least five days. Luckily, we had enough supplies in the house to last, plus we have excellent neighbours and a very good friend. Enough of my problems, down to work.

The eBay auction site never ceases to amaze me, in the way of changing things round, blowing them up in the air and waiting to find out how they end up when they land on the ground. When I started my monthly overview, I saw nothing but page after discouraging page of items with the infernal red price alongside. This went on for some time and, very slowly, I started to stumble across stuff that I thought worthy of this column. Difficult to compartmentalise, so I won't even try, so I will list it as I found it.

Metal and Tinplate

Scalextric Minimodels 1957 tinplate Maserati 250F racing cars X2. Red, yellow nose, green, red nose, both with drivers. From the photograph both are mint, in fact not played with, and the piece of track they are sitting on looks mint too. BIN £225.00. Sold (140922089219).

1950s tinplate Scalextric Ferrari 375 F1 car, very good working order- vintage. As the previous two items, from the photograph, in mint condition, looking hardly played with at all. Complete with driver and beautiful BRG livery. Offered at BIN £125.00. Sold to a best offer that you cannot determine now. Buyer made a small killing here (251243373866).

Scalextric Collectables Disney/Pixar

Scalextric C3186 Lightning McQueen-new. BIN £70.00. Sold (400403708261).

Scalextric C3187 Francesco Bernoulli-new. BIN £50.00. Sold (360567841803).

Both the above items are in mint condition (as they should be), and returned a reasonable amount for the vendor.

General

Ford Escort RS1600 Scalextric car. Twenty bids, sold at £45.95. A little on the cheap side to my way of thinking, after what we have seen over the last couple of months, with the prices of Escorts making the high region of £50-£100 (181087627227).

Spanish Scalextric Porsche 935, Exin trade, #8356, original 1992 year. BIN £60.00. Sold to a best offer? Item in very good condition. That is as much as I can say, really (230925138031).

New pair of Scalextric Sport Chevrolet Corvettes L88, C2502A, #57, and C2503A, #48. BIN £35.00. Sold. I think to myself, why? Two items sold at less than half of their true value, in my opinion (170998031929).

Scalextric C2654 Chevrolet Camaro '69. Gimondo. (Collector grade, mint, boxed). BIN £70.00. Sold to a best offer?. Vendor must be satisfied with his lot, buyer even more so. Very nice model, wish I'd seen it first (190803021693).

Scalextric Vintage Triang C83 Sunbeam Tiger, race-tuned, rarer UK example. BIN £155.00. Boxed and sold to a best offer? Both vendor and buyer satisfied I should hope (150994380004).

Scalextric C3328 McLaren MP4-12C, range presentation 2012 limited edition, no. 55 of 200. BIN £159.00. Sold. Both parties should be pleased with that price (160981160194).

Scalextric C34 Jaguar E-Type Special Issue, excellent condition, fabulous car. BIN £185.00. Sold. I wish the vendor had given me a little more information as to what scale the car is; if it's 1/24th scale = exc , if it's 1/32nd scale = Abs Fab. I guess it is the smaller of the two and both parties concerned should be happy (251235602876).

Scalextric Limited Edition Brawn GP F1 car, signed by Jenson Button. Twenty one bids, sold at £120.10. I feel this should have gone for more than it did, as it did not just come with his signature, but also a certificate of provenance. But there again, what can I say? Both parties should be pleased (321076051925).

Scalextric Mini C7's, with RX motors, in green and black. Fourteen bids, sold at £56.11. A fair price for these two little gems, but the seller was clearly not happy as he relisted due to a timewaster and only got £34 second time around (360546762756).

Rare vintage Alfa Romeo, red, NSCC Limited Edition. Item put up at £475.00. On checking to date, item is still unsold despite being listed on numerous occasions previously. Bit of a shame, as, for such an important item in the history of Scalex and NSCC, it's a shame it could not have been presented to the camera in a better fashion (160979966785).

Scalextric/Carrera 1/24th, boxed. E-Type, new, mint and boxed. One bid, sold at £37.00. Where was I when this went through? I understand that this is very cheap, as one went for over £100.00 two months ago (181087196896).

Scalextric vintage super 1/24th scale Jaguar E-Type + Alfa Romeo plus very rare 1/24th scale drivers. BIN £750.00. Sold. I'm sorry, guys, after what I've just seen, I'm lost for words, but, there again, both cars are in good condition and probably in the market are worth every penny. Certainly the figurines are worth money (160981405962).

Rare Scalextric super 1/24th scale Alfa Romeo 24C/602. Eight bids, sold at £366.66. Immaculate item, even the small photographic image can show this to be so. Probably, in my opinion, worth every penny (111017675738).

Scalextric SCX Skoda Fabia NSCC Limited

Edition 6349MB, #065 of 500. Nineteen bids, sold at £39.00. Should have made more, but, there again, might do so next time (370767513542).

NSCC 2010 Ramsgate Weekend. Scalextric Mercedes SLR McLaren 722GT. Ten bids, sold at £156.00. Lively little session, in my opinion. Good money made. Should have two satisfied parties (271161643330).

Spanish Exin Scalextric Ref 8302 Rothman's Porsche. Excellent and boxed slot car. One bid, sold at £80.00. In my opinion this is a very good result here for the vendor, plus a happy buyer (200900835190).

New Scalextric Alan Mann Racing. Limited Edition. C2981A-31-493 slot cars. 1 Lotus Cortina, 1 Escort TC. Eight bids, sold at £92.00. This item took quite a while to take off in the auction scene, but it is now nice to see it attaining somewhere near its true value. There's a little bit more to go yet (121074526187).

Scalextric C2964 G Hill Lotus 49, still in bubble wrap. Fourteen bids, sold at £82.60. Well, you can't beat good old Graham. Staunchly a true Brit through and through. Holds his value as steady as a rock. One thing, why can't Jimmy Clark do the same (321083463134)?

Scalextric boxed C561 NSCC 1996 Club car, green Rover 3500, Limited edition. Eleven bids, sold at £36.56 (221197750674).

Scalextric boxed C562 NSCC 1996 Club car, silver Rover 3500, Ltd.ed. Twelve bids, sold at £36.56 (221197751973).

Both these items, from the same vendor, possibly should have fetched more, but as they are advertised together in the sale, it possibly held them back. I do have a suspicion that they were purchased by the same buyer.

Scalextric Nice Seat Fiat TC600. White underpanel. Spain Espana, Exin, '68, slot car. From the Netherlands. Forty eight bids, with a new ebayer having feedback of two bidding over twenty times to take it up from £150 to just under the sold price of £950.00. Well, that takes the biscuit folks! The best climber that we've had this month. Very good condition, hopefully has a box (300868810636).

Scalextric C2981A Alan Mann Escort and Cortina. BNIB, limited edition, rare. 1 of 3,000,



with cardboard outer not removed from the presentation box. Twenty six bids, sold at £94.00. This particular presentation set seems to have reached its level, with two items in the sale within £2.00 of each other (230939188410).

Custom unique 1/32nd scale Scalextric Cooper F1 C81. No bids, £20.00 (230944352315).

Custom unique 1/32nd scale Scalextric Lotus 25 C82 Jim Clark. No bids, £20.00 (230944629155).

I cannot believe that these two examples of super detailed Scalextric models did not sell, as they appear, (in my opinion), to have turned a pig's ear into a silk purse, and, at £20.00 each, they were surely a gift. It must be noted that all the opinions stated in this article are my own, and I can only go by the photographic image I am left to work with, as, in this case, both of the models are gorgeous. Perhaps they did sell though offline as listing was ended early as "item was no longer available".

As the month went by, I noticed that Caterham 7s were becoming more obvious than usual, and that they were selling for more than reasonable

prices, so I thought I would do a survey. The survey took place on 27th of the month, so, what we have here is a small sample of what exactly has sold. The majority of sales were made up of Range Presentation Cars 2013, apart from two others, which will be identified as we work our way through the survey. As all the cars are the same model, the only difference being in the colour and the colour of the stripe down the middle of the bonnet, so I have identified them by item number and details of the selling price. (271175835705) Eleven bids, sold at £171.00. (380607957409) BIN £180.00. Sold (140933476018) Sixteen bids, sold at £180.00. (310614099339) BIN £245.00. No sale. (330889202272) Six bids, sold at £180.00. (151006452450) Three bids, sold at £170.80. (330885324910) Five bids, sold at £171.00. (190808693814) BIN £189.00. Sold. (151002666320) Eighteen bids, sold at £202.90. (190806573103) BIN £160.00. Sold. (190806463420) BIN £160.00. Sold. (230912765361) BIN £110.00. Sold. (160956061937) BIN £225.00. Sold.

(281063532158) Nine bids, sold at £160.00.
(390542446460) Twelve bids, sold at £190.65.
(150988878320) Five bids, sold at £155.00.
(321067572549) BIN £250.00. Sold.
(130843296656) BIN £245.00. Sold.
(140909740891) Thirteen bids, sold at £260.57.
UK Slot Festival 2013 Limited Edition. Low
numbered car, #2 of 350 (370762313011)
Twelve bids, sold at £150.00.
Caterham 7 SLN Club Car. Mage rare (sic). Ltd
ed., no. 75/150. From the Netherlands.
(230938085112) Twelve bids, sold at £286.51.

This is just a small portion of the day's
activity with the Caterhams. Over the course of
the month it would not surprise me if the whole
of the Range Presentation 2013 items were sold
on.

So there we have it, for a very snowy month
in the uplands of North Wales. ■

