



No. 381 DECEMBER 2013

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	8
Carrera Corner.....	14
Forza Slot.it.....	16
Ninco News.....	22
Racer Slot Cars.....	26
NSR News.....	27
Bits & Pieces.....	28
Christmas Quiz.....	34
SRC Review.....	35
Chopper's Woodyard.....	38
eBay Watch.....	46



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Seasons Greetings and Thank You

The last month has seen some exciting things happening in the slot car world and indeed that of your humble Editor, firstly the Orpington swapmeet, which I attended, spent too much money at and which I was pleased to see was well attended. This was then followed by the NSCC/ Hornby Ramsgate weekend, which yet again was a great event and enjoyed by all with some good racing, a very good presentation by Hornby/ Scalextric and the opportunity to buy some very cheap cars! And finally the somewhat annoying failure of my Outlook Express on the Club computer which cost me a fair bit of lost time for this month's Journal as all my contacts, saved emails and the like disappeared. Still all is fixed and back up and running so no real damage done in the long run, other than this Journal being perhaps a bit late this month, but at least you will have something to read instead of watching the usual Christmas TV rubbish or putting up with the in-laws?

Anyway, as it is the end of the year, I think a few words of thanks are in order, so firstly thanks to all of you, the members for your support of the Club this year, by actually being a member! Special thanks of course to the members who do help us at events and also the contributors to the Journal, you all know who you are! Of course a big thanks in particular to Paul Yates for his enduring efforts and assistance with running the Club events and providing the resources required to run tracks, attend swapmeets etc.

I would also like to thank all of the trade advertisers who, by having an advert in this Journal have supported the Club over the last 12 months and finally, and I hope you all agree, special thanks to Adrian Norman, who does his best and more besides to support the NSCC, this was very evident at the last Ramsgate weekend, so thank you Adrian and please also pass on our thanks to Dale and the team at Scalextric for their support at the weekend.

All that remains for me now is to wish you all a merry Christmas and a happy New Year, personally I am looking forward to doing nothing during this holiday season apart from relaxing, oh and doing the January Journal of course!

Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

With the end of 2013 rapidly approaching, I can report that most models from this year's catalogue should be available before next year's publication arrives, with Scalextric making special efforts to expedite delivery to the UK: although the end of year rush can be expected, the flow of models to the retail outlets has been significantly improved over 2013 with the majority of prototypes having been approved by the end of August. My own favourite released in the past twelve months has to be the SCA Freight Camaro of Frank Gardner. Even though the bodywork may not be perfectly correct and it came close to sporting a front bumper, it still



evokes strong memories of watching these beasts being coaxed around the narrow Crystal Palace Circuit dicing with the more nimble Minis, Imps and MK1 Escorts.

Just to prove that I've seen the actual model, here's Kimi's Lotus that has escaped my camera until now, C3364.





Audi Sport Quattro S1

The final car from this year's catalogue, the Audi Quattro Sport S4, C3410, has now been approved for manufacture so has progressed towards appearing at your favourite Scalextric dealer, whether real or virtual. Delivery may not be delayed quite as much as the date of this report suggests as it was sent for its official publicity shots the day before my visit early in October. Whether we see it in the UK before the end of the year is probably touch and go but at least it will be with retailers before too long.

This latest version of the Audi Sport Quattro S1 was introduced for the 1985 World Rally Championship season as a natural progression from the previous year's A1 and A2 models, being further evolved towards the end of the year into the model that many refer to as the "E2". Audi, however, never officially used this revised designation. The bodyshell sported extended arches to accommodate the wider rims, a wheelbase that was reduced by 320mm

from the previous Quattro and, rather less noticeably, a slightly reduced rake for the windscreen. The 5-cylinder turbocharged 2,133cc was carefully selected to ensure that the car competed in the under 3-litre class once the turbo correction was applied. The in-line engine produced power in the order of 450 – 500 bhp at 8,000rpm and propelled the car from standstill to 60mph in 3 whole seconds. This release represents the E2 version number 5 car driven to victory by Walter Rohrl and Christian Geistdörfer in the 1985 Rally San Remo, the 10th round of the World Rally Championship: they finished the season third overall. The Scalextric version is an adaption of the earlier model from the Stig set, C3372A, with several mouldings in common which have been augmented by the addition of larger wheel arches and a huge rear wing. However, the wheelbase is spot-on at 69.5mm (scale 2,224mm) so the model captures the "E2" version very nicely but that means that the earlier car →





included in the Stig set may not be quite as long as it should be. Although the two cars share the same underpan they each have wheels which appear to be correct for the year as do the variations in bonnet air vents. Lights are fitted both front and rear with the headlamps being Xenon effect and very bright and, as expected, it is DPR. Unfortunately both Quattros are rear wheel drive only. The example shown here did have a comment that the wheel track had been incorrectly set so the final production version should appear more purposeful with much fuller arches.



It is a model that would seem to satisfy quite a few different categories: collectors as well as racers of classic rally cars should all be pleased



with the appearance and performance. I had an opportunity to give this one a brief run round the Scalextric test tracks and it felt reassuringly planted when run either as digital or analogue, albeit with the magnet in place.

French Fiesta

One car that has slipped through the net for this year is the black Castrol liveried Fiesta, C3399. Although this was passed for production, a few errors subsequently came to light. At present the position is uncertain whether this will mean that deliveries will be deferred into 2014 or if the car will be withdrawn. Although many retailers are listing it, not all advise that it is for pre-order only so take care.



Bonus GT Racers

When I visited Margate in November I discovered four new releases which should be available by Christmas but are not in the catalogue or the website at the time of my visit. They are solo releases of the various Start GT Lightning cars which will be supplied in cardboard boxes rather than jewel cases and will retail for £20 each. Reference numbers will be





Purple (C3546), White (C3547), Blue (C3548) and Green (C3549). As is usual for Start cars, each will be provided with a sheet of stickers to enable the cars to be customised.

Last month I focussed on the sets which are available but don't overlook the potential for smaller Christmas presents by augmenting basic sets with one of the extension packs. These are all designed to be used to extend any of the sets to create a larger layout without the need to leave any sections out.

Visitor Centre

My visits to Margate invariably include a browse through the wares of the other Hornby brands as their demonstration areas adjoin the Scalextric room. This prompted me to include some information on other items of interest to emerge from Hornby though the presentation of the Visitor Centre.

As not all members will be able to make the journey to the Hornby Visitor Centre I thought I'd take this opportunity to illustrate some of the items on display and show just how broad the



scope of Hornby has become. This shouldn't be regarded as the usual megalomaniac desire to rule and dominate all aspects of the British toy industry but rather as the saviour of brands that were destined to fail and disappear. It must be appreciated that, as business can have little room for sentimentality, these other wares have only been adopted as a means to make money but, without a degree of foresight, and maybe a touch of passion, they would have been left to vanish. I don't wish to spoil the experience for anyone planning a visit so I've only covered the highlights: there are plenty of small details that will either revive old memories or serve to expand the knowledge of younger members. I only take about one tour each year and am always surprised by the number of changes that are made to the displays: anyone that visited in the first year is well advised to make a return journey.

The exhibition is a walk through array of displays appertaining to each of the Hornby brands (please don't touch the displays, little boy) – take care not to miss any as the route is fairly free and it is easy to become enveloped in a particular subject and overlook entire cabinets. As a check list ensure that, in addition to the obvious brands of Hornby, Scalextric, Airfix, ⇨⇨





Corgi and Humbrol, you also see Minic, Rivarossi, Lima, Arnold, Jouef, Mettoy and Pocher.

There are even a few opportunities to play. For the younger railway enthusiasts there's a Thomas the Tank Engine layout and for Scalextric fans there's a four car digital set and a figure of eight drift layout. Both of the Scalextric layouts can provide new experiences: getting the Nissans to change direction is easily mastered although avoiding collisions at the crossover can be entertaining and managing all four cars solo can be a tricky challenge.



The Airfix displays include plenty of examples for slot car conversions, although some of these are now becoming too valuable to consider as donors. A special interest group "Beyond The Box" has beaten us to it with some wacky conversions on the Wallace and Gromit models – it's a shame they're not 1/32nd.

At the far end, and easily missed as one is drawn to the Corgi toys, is the Pocher extension with the finest collection of large scale models likely to be seen: these are real stunners. An



unbuilt, mint, example of the FIAT shown here is currently being offered on eBay at £500 BIN. That's the equivalent of only a dozen slot cars.

Having spent time exploring the collection we move onto the bit everyone is anxious to visit – the shop (unfortunately not so harmless to the wallet). One tip: be over 50 and visit on a Wednesday. OK, not possible for everyone, but this will mean a nice 10% discount and a cheap lunch. The staff members are always very friendly and amenable so there is no problem in interrupting the tour to grab a coffee or a snack and then return to ensure that no items had been unobserved.

The Scalextric Online shop is now fully operational with three cars currently being available exclusively to members: Adrian's MINI, C3434, Orange Ford Escort MK2 C3426, and the chrome Lightning McQueen, C3434. Just be aware that these cars are NOT available to purchase at the Visitor Centre.



2014

Moving onto 2014, although I've not been party to any official information, we can probably expect further versions of the cars we've seen as new mouldings for 2013. Surely we should expect another Maserati, maybe another Range Rover based on the latest body style, the Lotus 49 from 1967 with high wings at both ends or the somewhat more resilient 1969 49C, one more GT40 from 1966 and certainly the Bentley Continental GT3 racer. With the last few years' Formula One cars being mainly reliveries of existing models, maybe we can



expect a new moulding to represent the 2014 style of V6 turbocharged 1,600cc cars: as it will not be permitted to employ the exhaust gases to augment downforce, we might expect to see a real pipe visible at the rear of the car. A second Ford Escort MK2 must surely be on the cards – maybe a circuit racer this time? My own favourite saloon racer would be Frank Gardener's earlier Camaro: the 1972 version with a slightly revised Castrol livery. How about a really wild Quattro from the Pike's Peak events endowed with those ludicrous aerodynamic aids or the Corvette C6 could return as the car from the trailer for Fast and Furious 7. Of course, any wish list compiled now will probably be more appropriate for 2015 as next year's catalogue will already be with the printers by the time you read this. So, until I'm back to report on the 2014 range, try and spend some time modelling, racing or simply admiring this year's additions accompanied by your favourite tippie over the festive period, and I wish you all a merry Christmas and best wishes for the New Year. ■



Email: carreracorner@nscc.co.uk



Here are the December offerings from Carrera. The following are 1:32 scale cars with Xenon headlights and working brake lights.



CA27425 is the AUDI R18 e-tron Quattro race number 1 from 2012. For the second year in a row the 2012 Le Mans 24 hour race was won by Marcel Fässler, Benoît Tréluyer, and André Lotterer, who were driving an e-tron Quattro, a hybrid electric version of the Audi R18. They were a lap ahead of their sister R18



e-tron Quattro entry and three laps ahead of a conventionally powered Audi R18 ultra. This victory made the Audi R18 e-tron Quattro the first hybrid electric vehicle to win at Le Mans, as well as the first with four-wheel drive. At the time of writing this model was available to pre-order at around £30.

CA27451 is another version of the iconic Ford Mustang which celebrates its fiftieth anniversary in 2014. The Mustang was launched at the New York Fair in 1964 by Henry Ford II. It was initially available as a



hardtop and convertible and later that same year a 2+2 fastback. Of course the name remains and the car is now in its fifth generation. This model is finished in dark blue with Viper style stripes and carries race number 67.

There is also a new wireless Red Bull/Ferrari F1 set just launched which is exclusive to Carrera. In addition to the two F1 Cars the set contains seven meters of track, wireless 2.4ghz controllers with Li-on rechargeable batteries giving eight hours of operation; two crossovers and crash barriers.

Thanks as ever to Pete Binger from the Hobby Company (www.hobbyco.net) for his help in compiling this column.

Merry Christmas to all readers and I hope to write for you all again next month! ■



Hi everyone. By the time you read this I will have been to my first NSCC weekend!! I have thought about it on several occasions but finally put my name in the hat and was allotted a place. No doubt there will be a full report next month from “someone” so I will just summarise my thoughts here.

My NSCC weekend began mid Friday morning when I took a leisurely drive towards Ramsgate and stopped off at Buckmore Park Kart racing circuit. Why? Well a couple of weeks earlier I was the lucky winner of a Scalextric online competition for free session tickets! Not Karted for 20+ years but it was a fun to do again but I don't think any F1 teams will be beating my door down anytime soon for next season. Once complete it was on to the Pegwell Bay Hotel, check in and then over (or under) the road and into the pub for a meal as suggested by Jeremy. The place was heaving so I found myself a quiet corner, after saying “hi” to the few people I did recognise, to eat. It was not long before Jeremy approached me (must have been my age and demeanour that marked me out as a Scalex enthusiast!) and invited me to join a crowd of people talking about all things Scalextric and slots for the rest of an enjoyable evening.

Saturday started bright and early with a trip to the Scalextric Margate facility and the privilege of several key people involved in the Scalextric brand explaining to us the future direction of the brand, licensing, CAD/CAM design work and so on. I would say that everyone was very interested as the session lasted longer than expected due to the many and varied questions asked and very informative content of the presentation. A quick tour of the display and dispatch area followed and then everyone was

presented with a free car (C3427 Lotus Evora GT4, No. 22 the latest Scalextric club member's car only just released) and then taken to the shop area to allow everyone to purchase some cars at a favourable discount. Needless to say the bus had more weight on the way back to the hotel than going there! After lunch the not too serious/serious racing began with pre-selected teams as designated by the weekend coloured NSCC polo shirts that had been distributed in the morning. I was in Team Thruxton with Chris, Kees and John and throughout the weekend we were a well balanced team who all encouraged and supported each other along and kept me in check in case my competitive edge surfaced too much! After the afternoon's racing there was a short break and then the evening meal. During the meal there was a small quiz for everyone to have a guess at (multiple choice questions so no real specialized slot knowledge required!) with the answers given at the end and a prize for the highest score. This was followed by a charity auction with many items being donated from Scalextric and some from the Club or generous individuals and the evening then drew to a close back in the pub for many people.

Sunday morning and back to racing the three tracks again for a second pass through. The tracks were a mixture of individual rally timed over two laps, three minute race distance over a four lane classic Scalextric track and a Scalextric digital 2/4 lane layout race that lasted for one hour on Saturday and 30minutes on Sunday based on number of laps each team completed. I found all the layouts interesting and challenging in their own right with the rally track being the toughest to negotiate due to the mix of track and the supplied cars tendency to



not stay on it – I guess that could be down to the driver! A break for lunch, finish up the team racing and then a very entertaining and keenly contested ladies race followed by the raffle prize draw and distribution of unique numbered NSCC weekend Scalextric cars (light blue Caterham 7) and certificate followed to wrap up the weekend. I had no idea what the final team results were, as they were still being calculated when I left late afternoon but I'm sure that there will be pictures and a full breakdown of the events and prizes in the January Journal.



I would like to say that I thoroughly enjoyed the weekend meeting old acquaintances and making lots of new friends and a big “Thank You” to all the NSCC Committee and anyone involved in arranging the weekend but especially to Scalextric with Adrian Norman, Dale, Jamie, and the other CAD/CAM guys who gave up their weekend to support the event and listen to our collective thoughts and give us a fantastic insight in to how the Scalextric brand is moving forward into the future – “cheers” everyone – see *you* next year?

On to Slot.it then and hot off the press for this month is the latest news I have on stuff to be released now/soon(ish) to acquire or pre-order from your preferred slot supplier:

SICA08d Lancia LC2/84 No. 29 Totip - Imola 1000KM 1984 – no release date yet.

SICA09f Porsche 962C, No.12 Mugello 1983 in Momo livery – no release date yet.

SICA11f Alfa T33/3 No. 5 Targa Florio winner 1971 – no release date yet.

SICA11g Alfa Romeo T33/3, No. 2 from the 1971 Targa Florio – no release date yet.

SICA13c Jaguar XJR12 No. 35 Le Mans 1991 - Silk Cut - expected 2014, the one to get for me.

SICA17c Porsche 962C KH, No. 27 smart looking all yellow From-A livery from Fuji 1988– no release date yet but looks like another simple but stunning livery and will probably be a sell out?

SICA18c Ford GT40 No. 40 1000 Km Spa 1966, British Racing green again – no release date yet.

SICA19d Toyota 88C, No. 36 Minolta sponsored Le Mans entry from 1989 – expected 2014.

SICS21b LC2/85 Body Kit – should be available soon.

SICA21c Lancia LC2/85 No. 29 WSC Nurburgring 1989 – available now.

SICA22d Lola B10/60 Rebellion No. 12 Le Mans 2010 – expected 2014.

SICS22LD1 Lola LMP painted body and chassis based on the Rebellion Team in gold – expected 2014.

SICS22LD2 Lola LMP painted body and chassis based on the Rebellion Team in blue – expected 2014.

SICA23c Porsche 911 GT1 Evo98 No. 6 Jever – Green - no released date yet.

SICA24b Audi R18 RDI No. 1 Le Mans 2011 - no release date yet.

SICA26a McLaren M8D No. 48 1st Can-Am Mosport 1970 - available now, new moulding and looks good.

SICA26b McLaren M8D – no release date yet.

SICA26z McLaren M8D white kit – no release date yet.

SICA27a Matra-Simca MS670B No. 8 Le Mans 1974 Gitanes – available December-2013. New moulding, looks fantastic – a sure fire winner and probably best to pre-order?

SICW16 Ford GT40 Limited Edition, No. 9 winner from Le Mans 1968 in Gulf colours – pre-order yours now because if this does not sell out very quickly I will be most surprised!

SICW17 Audi R18 e-tron Limited Edition, No. 2 winner from Le Mans 2013– no release date yet.

⇒

News Flash just as I was about to send this month's copy to Jeremy... according to the latest MRE newsletter there is a new Limited Edition Slot.it Lancia LC2 version in black that will be limited to 300 cars and has been produced for the next Spanish Slot Championship. It is based on the yet to be released SICA08d Lancia LC2 Totip livery and will have a catalogue number of is SICA08A. Not sure how many, if any, will be available in the UK so you may wish to look into this now if you are interested in this particular variant.

Not quite a car, but in the near future, will be the release of the new Slot.it SCP2 Controllers. From the pictures I looked at it looks a bit of a beast with knobs and buttons and a degree required to operate it! Special features: one or two finger trigger with soft touch and precision ball bearing, rapid mapping (Slow/Normal/Fast) with a three position switch, fully compatible with existing SCP1 cartridges but be careful on this one! There are several cartridges available depending on the type of track you have, an expensive mistake if you get it wrong! As well as; optional wireless system (requires Oxigen or SRI cartridges), optional battery operation (USB type), improved progressive power delivery and mapping of brake function as well as a very fast turn on time. Those are the highlights and there are multi-lingual SCP1 and two manuals to download from the Slot.it website - <http://www.slot.it/INGLESE/Models.html>. I would suggest you read them before you decide to purchase or try to use one! Not something for me as a home racer as the list price of £94.99 *without* a track cartridge or £130.99 with one, or more depending on your type of race track, is just too steep for me. For serious club racers then I suspect this will be a very useful thing to have and discounts can be found.

With so much on offer and Christmas upon us I think there is something there for everyone to ask their nearest and dearest for. My wife and kids have me all sorted and ready to go for the 25th, they just don't know it yet! Again pre-ordering from your favoured slot supplier for some items might be a good idea and, if you have time, get one for your stocking now!?



This month I thought I would give you a review of one of the latest offerings from Slot.it being the SICA13d Le Mans 1991 Jaguar XJR12 peddled by David Leslie (GB), Mauro Martini (Italy) and Jeff Krossoff (USA), Davy Jones (USA) was also listed but never drove the car in the race. The car was developed by Tom Walkinshaw Racing (TWR) with the Jaguar XJR12 being a sports-prototype racing car designed in 1990 to replace the earlier successful XJR9 design.

The real racer featured a carbon fibre monocoque chassis and the engine was a V12 with two valves per cylinder with a displacement of 7.4 litres for European racing and a total weight of 1,000kg. The car No. 36 in 'British Racing Green' and sponsored by Suntec was a surprise entry of the 1991 Le Mans 24 Hours but it did not complete the race due to input shaft failure. This particular chassis was #290 "advance" which only completed five races in its short racing life across 1990/1991 with two



races each at Sebring and Le Mans and one at Daytona. Interestingly, in the real world the, SICA13a car is the same chassis number as this variant so two cars, different races/liveries but the same real chassis number! This is the 4th model in the series produced by Slot.it so far being SICA13a/b/d and SICW11 as well as the PSR (Pendle Slot Racing) sponsored model Slot.it Challenge 2009 car especially produced by Slot.it and exclusively limited to only 216 units with each car being uniquely numbered. A few of these are still available from PSR if anybody is still looking for one. SICA13c is yet to be released but is scheduled to be the Jaguar XJR12 No.35 from Le Mans 1991 in Silk Cut livery, yet another must have to me!

So, how does this latest model stack up? Well, after my minor “observation” (some might call it a rant!) of last month about always getting an allen key taped to the bottom of a plinth this model also comes with a spare wing which, judging from the exposed position of the rear wing at the back, as well as a “wriggle” test by my fingers, is a good thing as if you use this car in anger on the track you will probably need it sooner rather than later... Note that the replacement rear wing has solid uprights and not the intricate lattice type of the original fitted wing, so if you are racing I would put the spare wing on first. After searching the web I found several good quality pictures to compare the livery to and it looks amazingly accurate to the real thing. OK, there are a couple of minor differences in that the white area behind the cockpit door should arch through the air intake (not under it), the twin exhausts should be angled down (not straight) and the red and yellow squiggly line on the rear wing should really be thicker to my eyes but that’s about it as far as I can tell. Slight tampo printing niggles to me are that my model does not appear to be as crisply executed as Slot.it normally do and the driver helmet detail is also a bit wavy and not straight as it should be but all in all it is very well detailed. All the vents and cuts appear to be in the correct places, a flexible aerial, four ventilation holes in each door window (again correct according to the pictures), amber roof

light and indicators just at the bottom of the car numbers and the aero covers on the rear wheels. As it happens these covers can be removed quite easily and if you are going to race yours then probably a good idea as if you don’t they will probably fall off at some point never to be found again no doubt? The driver has details of blue racing gloves, full detailed race harness (fantastic detail), “Jaguar” across his chest in white printing over a green band on white overalls but the race helmet design is a bit irregular as I mentioned earlier.



Other details of note would be the wing rear view mirrors that are painted silver but reflect like mirrors, dashboard instrument detail on the driver and passenger side of the cockpit (shine a torch in to see it – fantastic little detail to marvel at but not possible for me to get a picture of) a blue box just to the side of the drivers helmet in the middle of the cockpit and rivet details on a box where the passenger seat would be. The gold wheel spoke design is exactly like the real thing and the tyres front and back have the correct “Good Year” and “Eagle” lettering picked out in white. You should also note that on the left hand side of the car there is a yellow type coach line but on the same side on the top of the car a red line runs from the back of the door to the rear of the car along the line of the engine cover. On the same side where the wheel arch extends and the body work tapers down then the line is yellow. This is reversed on the right hand side so the angled side line is red, the wheel arch line is red and the engine cover line is yellow.⇒⇒

Hopefully if you look at the associated picture this will be clear? but if not why not go and buy a car and you can see for yourself! It really is quite effective as, just like the model focused on last month; it is a simple yet elegant livery. Mind you, a Le Mans car should equal working lights but I had a little “opinion” on that last month as well so enough said I think!

Standard running gear for this model, as per the information from the Slot.it website, consists of: reverse inline offset 0.5mm V12/3 21.5k rpm motor and mounting, length 151mm, width 65mm, height 31mm, wheel centres 85mm, weight 74grams, 9/28 pinion/gear ratio, 15.8x8.2 front, 16.5x8.2 rear rims/tyres and a Neodimium magnet situated in the standard rear location with an option to remove or place in the alternate magnet position in front of the motor. The body itself is held in place by what looks like four screws, one behind the guide blade and one at the rear in the diffuser detail but the two screw holes either side of the motor mount in front of the rear wheels do not have any screws in them. The motor mount is securely held in place by four screws as per all current Slot.it cars. From underneath it looks like the offset cut out is solid but when you open up the car you can see how the extra plastic bits clip in to the chassis. If you look in one of the pictures you will also see the slots for the aero wheel panels as well. At this point you could replace the rear wing by carefully wriggling it off the rear post that the chassis/body screw goes through. Notice the screws as well, they come with their own washers and even doing the body up tightly still allows for some body/chassis rock



for the racers amongst you. Tuning your thing? Plenty of options to choose from as with the majority of Slot.it cars as long as you have the time, money, skill and patience to do this.

As to the performance on track what can you expect? It's a Slot.it car so pretty quick straight out of the box as you would anticipate! My model has a nice mesh to the gears prior to its first track outing as I always roll the wheels across my fingers first to check for any mesh issues or other drive line problems. Unlike last month's Slot.it 911 GT1 EVO 98, no dramas on my track undulations this time as it just whips round like a whippet but I did not push it to the max because, as I have mentioned before, my track hardboard barriers are **very** unforgiving when you have an off at speed and my layout is not really suitable for a max attack. Therefore, to get the maximum Slot.it performance then get yourself down to your local club and the wide open spaces that club layouts offer.

OK, conclusions on this particular car: looks good, goes like stink and great detail if you look. All you have to do is select another Slot.it car from the same era and there are several to choose from and you can create your Le Mans race on your home or club layout for hours of fun. Would I buy another? Already have! and I suspect I may get one or two other variants yet when funds permit.

Once again many thanks to Adrian at AB Gee Limited for his fabulous support to the NSCC and providing background information for this month.

PS. Still painting figures!!! But more on that next month if/when time/space allows? ■



Has another year gone already? Well at least it's going out on a high! 2013 draws to a close with a raft of new releases just in time for Christmas, a revamp of a unique old favourite and news from another fantastic Ninco World Cup event (*see additional material elsewhere in this Journal*).

Return of the 'Mc'

My favourite Ninco model, the McLaren F1 GTR has seen a welcome return with Ninco's stunning 20th Anniversary car. Hot on its heels is another great and no doubt highly collectable Gulf (50638) livery from the 1995 Le Mans 24-hour race. This is not the first Gulf livery McLaren from Ninco but it is the first using the darker metallic blue and silver rather than the lighter blue and orange. The number 25 car was driven by Pierre-Henri Raphanel, Philippe Alliot and Lindsay Owen-Jones but unfortunately crashed out to record a DNF result. Owen-Jones and Raphanel were hoping to repeat some of the success they had with their McLaren in the BPR Global GT Endurance Series.



Classic Beauty

Ninco's Classic range is treated to an absolute beauty with the release of the Jaguar XK120 "Le Mans" (50695) based on the car that privateers Robert Lawrie and Ivan Waller drove to an 11th place finish in the 1951 event. This was the third of four attempts at Le Mans by Lawrie and the only one using the then brand-new Jaguar. The car has survived a further sixty-plus years and is currently still in immaculate condition, believed to be part of a private collection. The Ninco model carries the number 21 race number in huge roundels on bonnet and front side panels and ran as part of a series of four numbered Jaguars, the number 20 being the ultimate winner and numbers 22 and 23 retiring after 92 and 50 laps respectively. However, the number 22 Jaguar driver did manage to record the fastest lap of 4-minutes 46.8-seconds during the race... and his name..? Stirling Moss!



All-Terrain Emergencies

Throughout their history, Ninco have produced a series of cars which feature flashing lights, from Police cars to Safety cars. The attraction of



flashing lights is quite apt at this time of year as Christmas approaches but these vehicles also offer a bit of “light” relief to the competition racing. Ten years ago, their Raid series took off with the Mitsubishi Pajero with cars based on liveries from the Dakar rallies. These cars also lent themselves to replicate vehicles used by the Emergency Services and have sported liveries from the Fire Brigade (50507), Ambulance (50512) and Civil Guard (50519). The Pajero “Ambulance” and “Guardia Civil” are re-released although the latter car is issued with a new reference number; (50643). Both cars are fitted with the special drop guide to accommodate the rough Raid surface track, have 4-wheel drive through the simple rubber band and pulley system and include all-round suspension.



More Trophies

A great one-make series whether in 1/32nd scale or full size racing, is the Renault Megane Trophy Series. There are many different liveries already available and the latest “Gibas” (55097) brings a Dutch flavour as it is based on the Equipe



Verschuur team’s entry sponsored by Gibas and driven by Steven Gijzen – all from The Netherlands. This car is released as a Ninco-1 car but the bodies are fully interchangeable with the Ninco-Sport range of Megane Trophies.

Sporting Down Under

Another Ninco-1 release as the year comes to an end is that of the popular GT-class racer, the Ford GT. His sleek looking car replicates that entered into last year’s Australian GT Championship by the “Supaloc” (55096) Racing Team. If the name sounds familiar, it’s because back in 2008, Ninco released their 1/32nd version of the car’s older sister – the Lamborghini Gallardo “Supaloc” (50523). The Ford GT has all the benefits of the Ninco range; robust, lightweight (black windows with no interior) and a simple chassis – ideal for upgrading to N-Digital.



Fun, fun, fun!

Rewind to the start of the new millennium and we will return to a time when Ninco produced ⇨⇨



the first of their Karts; a fun new series of vehicles that introduced 1:18th scale to the Ninco range of slot products. This new development meant everything had to be redesigned and sourced. Wheels, gears, motors... in fact the only common component was the guide blade! The tiny NK-1 motor was installed in the angle-winder position and was capable of 27,500rpm, one of the fastest revving motors offered by Ninco. Six Karts were released in 2000 including the "F1 Series" with liveries similar to top Formula 1 cars of the period. The following two years saw four more Karts added to the range with the final two appearing in 2006. The

latest Karts to be released, "Harpoon" (50640) and "Eagle" (50641), are ideal for filling your stockings with at this time of year – I guarantee you'll be having fun with these well into the New Year!

Team UK at NWC'13 - "More James Hunt than Nikki Lauda..."

On the weekend of 23rd/24th November 2013, the Ninco World Cup saw its ninth consecutive annual event – and boy, what a weekend it was. Along with two other "social racers", I took the trip to Estoril to fly the Union flag and maintain our nation's presence in top-flight racing. Even if our performance does draw parallels to the Jamaican bobsled team or Eddie "The Eagle" Edwards, at least Team UK was there. Now, I don't profess to be the world's fastest racer or even the most competitive, but like my fellow Team UK members, I *enjoy* racing. Ninco invest a great deal of time and effort into this event and interest from many countries gives cause for qualifying heats to determine who goes forward to represent their country. In the UK this year, despite the event having air time in three publications (*NSCC Journal*, *Slot Car Mag*, *Slot*) and on-line (*Slotforum*), the only three 'racers' to show an interest was Paul Leagas, Colin Spark and myself; and we wouldn't have missed it for the world!

In true 'last minute' tradition, I painted the bodies in red, white and blue the weekend before the race and added decals (*my first attempt at making these from scratch*) well into the small hours of the day we travelled to Portugal. I'd hoped there would be a "Best Livery" competition as I'm pretty sure we would've finished in a higher position than we did racing!

The 16-lane circuit was assembled during the days leading up to the competition with the





help of RGP (*a local slotcar shop and club*) at a venue known as “Market of the City” in the centre of Cascais. The layout comprised of two, mirror-image, 8-lane tracks measuring just over 39 metres on the longest lane. Saturday evening’s qualifying lap times ranged from 9.6 to 10.6 seconds across all fifteen entries, setting the scene for a close fought race the following day.

Race day ran smoothly with all teams battling it out on the track, clocking up lap after lap over the 6-hour event. Well done to our Pit-Lane neighbours and eventual winners, Team Spain ‘Palau’, in completing 1,556 laps in the 6-hour race. Only twelve laps separated them from second place finishers, Team Portugal ‘GT’ with Team Portugal ‘Tropha’ just a further 3 laps behind in third. Italy, France and South Africa made up the other nations taking part.

An important factor of the Ninco World Cup is promoting the hobby to racers of the future and for the past few years, a Junior category has been part of the event. This year, the Junior crown went to Spanish Team ‘Medina’ who exhibited some great speed and skill to finish 5th overall.

Even though the massive casino opposite our hotel provided some distraction over the weekend, I am pleased to report that only five nations finished ahead of the UK, – *and with around two-hundred countries in the world, that places us in the top three percent!! ... and on that bombshell ...* ***Merry Christmas and a Happy New Year to you all!*** ■



The latest in the line of successful slot car models from Racer Sideways have just arrived - The stunning Liqui Moly/Nigrin Zakspeed Capri and should prove popular with Group 5 and Capri lovers alike.

The model reference RCSW21 is based on the car that was driven to victory in the 1981 DRM Championship by none other than Manfred Winkelhock, the championship was split into two divisions, this car won Division 1 and was powered by a 1745cc 4cyl turbo, producing some 580bhp, not bad for 1981 and with a weight of only 860kg had a good power to weight ratio.

The model is powered by a Slot.it Flat-6 motor in angle winder configuration, so should be pretty handy around your local or home slot track. Be quick as these models seem to sell out rapidly.



Following on from my report back in September, the Bartoletti FIAT 642 Transporter Fiat is now available in the shops, the detail on the final production model is very impressive as can be seen from these images.

This is a fully working model, although I doubt very many will be running around on slot tracks and only has a production run of 300, so if you want one of these for your collection, get one quick as they are selling out fast.

Thanks to Terry of Gaugemaster for the images and information for this article. ■





By Nic Ayre

As 2013 draws to its close we have three new releases from NSR this month, the first of which is the 1148AW Porsche 997 fitted with the Angle Winder King EVO3 motor and chassis set up, the model is based the car driven by Tom Papadopoulos and is finished in the famous blue and orange Gulf colour scheme.



The 1150AW Corvette is based on the RunUp Tomei Sports Callaway Corvette Z06R GT3 as driven by Atsushi Tanaka and Takuya Shirasaka in the 2012 Japanese Super GT Series, the teams best result coming in the end of season JAF Grand Prix, where the team finished 10th in the GT300 class in Race 1, but



retired in race 2. The car is finished in a striking blue livery and features the Angle Winder King EVO3 motor and chassis configuration.



And finally we have 1169AW the fifth version of the ASV (Aston Martin Vantage) GT3 Test Car, this one being a bronze version, hopefully the new year we will see some liveried up versions of this model, which I am sure will be very popular with the slot racing community, again this model is fitted with the EVO3 motor and chassis.



Hopefully all these models will be available in the shops during December and in good time for Christmas. Speaking of which, I take this opportunity to wish you all a very merry Christmas and a Happy New Year. ■

100 YEAR BITS & PIECES 100 YEAR

By Graham Pritchard

Hi Everyone, firstly sorry for there being no “November Bits and Pieces” from me but as Jeremy said, “there just wasn’t enough space in the November Journal for everything”, so I had to put my pen down for a month but at least you got two other articles from me instead so I hope I didn’t disappoint in the end and even though the George Turner news might have already been known to some of you slightly earlier, I hope it was still worth reading for most?

This month I thought I’d do “my column” from a slightly different angle and if there is enough space, hopefully give you some more pictures than usual as sometimes a picture can say more than a thousand words apparently, but as I’ve not got space for a thousand words for each bit then I guess we’ll have to go down this route instead.

So, lets go racing!

At the recent Wolverhampton Slot Car Club/ Bill Charters “2013 Half Tonner Grand Prix” fellow Bearwood Scalextric Club member James Noake and I prepared cars for the morning class which was 1961-65 Formula 1 cars and whilst both are Ferraris’, mine is a “Sharknose” which

is a modern Hornby body and chassis whilst James’ is a Penelope Pitlane Ferrari resin kit. Now, for the afternoon class, and having worked very closely together with my old friend Bill, he very kindly allowed a few of us to race our 2013 spec “Heart of England” F1 cars as a little “sub-class” in and amongst everyone else which was very much appreciated by us and actually attracted several more entries than we expected originally I believe.

But first, let’s go scratchbuilding with Penelope Pitlane resin kits and chassis’!

Now, what some of you may not have realised is that both of our Class 1 cars actually use a Penelope Pitlane (also known as “PP”) chassis underneath, which I guess some of you will have heard of and some may have not. They are basically a flat metal chassis that you “self-assemble” by bending the panels along pre-scored lines (effectively) in order to create a perfectly weighted, fully race ready chassis that is more than capable of holding its own out there on the race track. There are a variety of chassis formats in the range as they are based upon a “certain type of motor” in the first





instance (e.g. Hornby FF, Ninco NC-5 size, Hornby Mabuchi etc.) and the wheelbase is fully adjustable and so is the “guide to front axle” distance in the majority of cases as well. Their ability to transform a standard Scalextric car is amazing! As well as using them to upgrade a car from the old days you can also use them to repair a broken chassis on a modern car and create something rather spectacular that upon first inspection you wouldn’t take a second glance at, until you get overtaken by it on the track that is!



I “wowed” a few people at our club way back in April with my PP chassised yellow Hornby Ferrari P4 from the outside all is quiet but on the track it’s ballistic! And all for a couple



of hours work and a few quid. I was actually rather surprised how you could effectively “hide” all of the PP chassis inside the P4 and the Sharknose Ferrari. On the P4 I even used the original front axle mountings in conjunction with the PP chassis ones in order to hold it all together very easily.

I’ve known Steve Ward the owner of the business for a while now and his enthusiasm for all things slot is terrific. He’s also working on a bit of a secret project at present that you will recognise instantly when you see it, but may not have been expecting but as his “official reporter” he wouldn’t let me tell you all about it just yet – DOH!



But if you keep an eye on his website then you’ll have plenty to look at in the meantime. I remember him being next to us at the first⇒





ever Dudley Swapmeet, and when he first showed me his idea I thought “that’ll never catch on” well, just how wrong can you be but at least it’s not as bad as Michael Fish saying there wouldn’t be a hurricane way back in the ‘80s, is it?



So, if you think you’re going to be bored this Christmas why not consider getting a few bits and pieces in as well as the extra food and drink ready to do some slot car building? I have and if I actually manage to finish anything instead of keep starting new projects then I’ll hopefully be able to do a “Blue Peter” and show you “one I made earlier!”

Now, let’s go resin kit building again, but this time with Mr. George Turner OBE

OBE? Well he ought to be for services to the model and slot car world were I anyone important in life then I’d have a word, but as I’m not, then I can’t oh well, on with the writing then.

In between preparing accounts sorry, but



I’ve never been anything “interesting”, this month I asked George to send me some pictures of his work bench amongst other things to see if we could glean anything from what he happened to have just “lying around” first reports are that it is considerably tidier than mine and also that I may just possibly be detecting the early signs of a MK2 Jaguar?



The D-Type Jaguar is still in progress it seems along with an upgrade to the Gevell (nice!) Mustang mine is still WIP as you would expect but at least my MK1 Jag is getting there I think I have been scared to put “brush to window frame” for a bit now but eventually I plucked up the courage and used a very fine Gevell, sorry Revell paint brush and it hasn’t come out too bad to be honest. The wheels on mine are good old N-I-N-C-O (always reminds me of the ‘70s hit D-I-S-C-O) classic as per the Jaguar XK120 etc. and doesn’t the chrome look great? I know the trend for the period was to spray the hubs the same as the body colour but

I couldn't resist leaving mine chrome to be honest. Don't tell George but I think I'm also going to make mine "just a racing car" rather than the "Mike Hawthorn" one that it is geared up to be by perhaps removing the spotlights off the bumper and not fitting the badge bar maybe, as after all, you don't always need to do exactly "what it says on the tin", do you?

Hopefully I will then get to use it at Dudley in the "Bearwood Revival Meeting" that I hope to organise at some point in 2014 on the new track where cars of the '50s, '60s and '70s will be raced and George's wares are perfect for that, just imagine me overtaking you in an A35 or an Anglia? OK, probably won't ever happen, but it was worth the dream at least, if you've never looked on George's website then please take a look you won't be disappointed I can assure you!

Now, it's goodbye from me, and hello from George for a bit and as well as wishing everyone in the NSCC "A Very Happy Christmas" George also had the following to say when I spoke to him..."*Make sure you fit that badge bar*" !!!! (Damn, who told him that then I wonder)? OK, serious mode engaged again, he actually told me the following.

"The Mercedes W154 is now done at last and on my website whilst the D-Type Jaguar is nearly done.

After remaking some worn out moulds I will be getting on with some more new prototypes. I always have about five models on the go at one time, but I will be starting a couple more.

I really enjoyed making the W154 so I am now going to make a couple more 1930's GP cars as well, probably the Mercedes W125 and an Auto Union - but not sure which one yet. I also have a pre war Maserati 4CLT underway too.



My widened Lotus Cortina was on show at the Orpington Swapmeet and very few actually noticed that it was wider, I think it looks about right, however it won't be going into full production until next year, as I have already spent my artwork budget for this year.

Decals are very expensive by the time they are finished. Sometimes we are printing nine different colours on one sheet, and each additional colour can put the price up considerably.

I am currently thinking about doing a couple of Monte Carlo rally Mustangs. I think we will do some computer printed artwork that is then printed onto white transfer paper as this is cheaper, but it does also require you to cut it out accurately, but we will only be doing a few of these though."

So, some interesting stuff going on in the background then, and with the forthcoming "Early Birds 50" meeting at the Wolverhampton Slot Car Club in March 2014 looming then you might even be able to race one of George's cars there if the timing works out. I've actually got a Penelope Pitlane 1958 Ferrari 246 Dino on the go for it as we speak but don't worry, I won't bore you with an account of how badly I do when I race it as I probably won't do very well with it at all, but what the hell, it's another chance to go racing and see a load of friends again, and that's what it's all about to me.

Bearwood Scalextric Club's "2014 Heart of England Retro F1 Racing Series"

Now, having mentioned our F1 series earlier, I can tell you that there will be a 2014 series too, and that planning is already well underway for it, but at present nothing has been finalised yet so you will have to bear with us a bit longer please whilst we come up with the goods and introduce a few new things and amendments⇒

in order to hopefully make it even better than it was this year and having discussed a few of the proposed changes with some of my old friends from the slot car world then they must be going in the right direction as several more of them now want to join in the fun as well.

And speaking of the 2014 series, one of the rounds will be on the now “fully up and running” wooden track at the Dudley Slot Car Club - sssshhhh, we’ve been secretly testing our cars out on this track when nobody was looking and they go really well, so it should be a great new track to incorporate into our 2014 series race calendar that hopefully everyone will enjoy. Whilst there are no “really long” straights there are plenty of bends in close proximity to the drivers and so it really is a fast and twisty track on which our F1 cars go superbly, even with their “relatively slow” Johnson 111 motors.

We are also holding our annual “Senna Trophy” event there on Sunday 29th December and this is another great chance to use these cars well, we want to get our “money’s worth” out of them don’t we? Apparently we have been blamed for many things like “there being no F1 cars at some swapmeets” and also “pushing up the prices for a while” too and that’s just from people we know and like! But hey, never mind, they were actually a “forgotten class” in our club in reality that we rediscovered and with a little bit of work and a few new freely and cheaply available parts they have made a lot of people very happy in our little world, and yet strangely our own recent club growth has had nothing to do with the F1 series at all but at least one new member actually said that we had lived up exactly to what we said we did on our website, so that was very pleasing to hear especially as I didn’t think we needed one, oooooopppsss!

Is slot car racing going in a new direction maybe?

A couple of weeks ago Mark Wadeley who is one of our newer members invited me around to his house to sample some digital racing on his small, but still very enjoyable home track that is set up in his garage. It runs an alternative “Digital” computer program to the standard



Hornby supplied Powerbase and it is called RCS 64, and like the other well known “add-on” program called “SSDC” it offers “Play Station” type tinkering with your car, like pitting, tyre wear, fuel etc. which once you get the hang of it really does add to the fun of “Scalextric” generally. The cars carry the normal Hornby “DPR chip” but they have been reprogrammed for this particular variant in order to keep the lights on and do many other things via the connected computer and the standard Hornby Digital hand throttles.

For a while now I’ve also been helping fellow NSCC and Bearwood Scalextric Club member Paul Pearson develop his own home layout that you might remember was actually featured in the NSCC Journal a couple of years ago you know, the one with the “Italian Job” Alpine hairpin bends etc. Well, initially I had no experience of “Digital Racing” at all and so trying to get to grips with it all was a bit awkward at first but pretty soon I got the hang of it and away we went.

The funny thing to me is that many people seem to still “look down” upon “Digital” as somehow being inferior to “old fashioned one car per slot” racing (or “analogue” as the techies call it) but having experienced “Digital” for quite a few months now I would now say that those with Digital layouts actually have the better deal because they can choose to run them either as “Digital” or “Analogue” as required which therefore gives them more choice than us “analogue racers” have so perhaps it’s actually time to see “Digital” in a new light rather than being something to frown upon? Granted you won’t change many of us “oldies” but if you only have a small amount of room at home then



you'll have much more fun and enjoyment from a "Digital" circuit with all of the add-on goodies like "SSDC" than you'll ever have with a small 2 lane track, trust me I've seen it!

And finally Esther.....

Finally, and please do check this out first before travelling, my friends Rod and Simon from the Great Barr Club are seriously thinking of opening up on the 27th December so that you can go and test out your Christmas presents I'm up for it but are you?

Please have a look at their website or contact them closer to the day to confirm that it is going ahead, but assuming that it does then I said I'd mention it here for them but if it doesn't then please don't shoot the messenger straight away, instead please form an orderly queue as I know at least one person who would like a place in it before you!

For the 2014 NSCC Journals I hope to be able to entertain you further with my writings as after speaking with Jeremy over the course of 2013 I have a few new ideas up my sleeve that hopefully many of you will not have seen before and will therefore enjoy reading about, and that will also hopefully link in with my fellow NSCC writer and very good friend Nigel Pedley..... but you'll have to forgive me if I mention the odd eBay purchase here and there as I need all the ideas I can get sometimes!

So, Merry Christmas to you all and I hope to see you in the New Year at the Swindon Swapmeet, if nowhere else. ■

NSCC Christmas Quiz

By Peter Simpson

This year's festive brain teasers show a distinct bias towards Scalextric's licensing deal with Universal Films for the Fast and Furious series of films. The observant may have noticed that for, the past year, a few months' "Messages" have made a mention of cars from the films. Forward planning or what? So, to see who's been paying attention rather than swatting up on Ninco, Slot.it, Carrera, Le Mans Miniatures, Proto Slot, MSC or any of the plethora of specialist slot car manufacturers, here's a few questions to test members' memories. OK, it may all relate to Scalextric, but all the clues have been in the Journal over the past 12 months. As I don't wish to ostracise non-Scaley fans, car makes and models will suffice with no points being deducted for anyone not quoting "C" numbers. It sort of helps if you've seen the whole series of F&F films so instead of puzzling over the questions why not enjoy some eye-candy and feed the boxed set into the DVD player? Even if the films are not your bottle of Corona, there is no need for concern as most have been covered in "Messages" and few will be outside the scope of Google. So let's see who skips my articles and heads straight for the other manufacturer reports (I know I do!). And some questions are more leisurely.

1. Which cars are in the two car Fast and Furious boxed set?
2. Who definitely wasn't driving which car is seen in the race clip after the fuel heist in FF4?
3. Which films have featured a 1970 Dodge Challenger in a significant role? Don't include "Green Lantern" as that was a '71, "Cars" as it wasn't a real car, no wrecks in background shots and no convertibles. Anorak? Jeremy will have to watch each film and decide if the plot would suffer if a Ford Cortina was substituted.
4. Which downloadable Scalextric calendar featured the box art for the F&F set?
5. Which aero warrior NASCAR clone appeared in Fast & Furious 6?

6. In which F&F film did Scalextric's first Challenger appear?
7. Which car, absent from the 2013 catalogue, could return in 2014 if the F&F7 trailer is to be believed?
8. Which prestigious road car will be transformed into a GT3 racer, and will be modelled by Scalextric, for 2014?
9. Which model (accidentally, I should add) featured in "Messages" twice?
10. What scale is the smaller of this year's Fast and Furious sets?
11. Which is the only one of this year's special edition Caterhams to carry the year as a race number?
12. Which previous Scalextric SR car could be repainted as an F&F car?
13. From what material are the trim details of the L'or Blanc manufactured?
14. Which of this year's Hornby releases ran through Guildford?
15. What was the venue for the Sublime Green Dodge Challenger race car, C3419?
16. What are the race numbers of the three McLaren MP4-12C cars included in the Pit Stop Challenge set, C1296?
17. What minor modification was performed on the Ford Falcon, C3303, in order to improve track contact?
18. In which month was my Car of 2013 pictured?
19. How much did Hornby raise for the Children's Trust by exploring the Isle of Wight by bicycle?
20. What will the car of Jamie Whincup, C3471, have in common with that of Mark Webber?

Your answers please via email or post to the Editor (address on page 1) by the closing date for entries of the 20th January 2014, the person with the most correct entries wins or in the event of tie a draw of all correct entries will be made. A varied selection of prizes for the winners is available so go on get an entry in, what does it cost! ■



Ok, I know what your thinking, it looks like the 907, but it is a different car, with some interesting variations and race histories. As you can see from the pictures of the first two 908 models, you can see that the later car has a totally different front end treatment, faithfully replicated by SRC. This car, already hopelessly out of date by 1972, was entered in the 1972 Le Mans 24 hrs race, by a team of Porsche works mechanics in honour of the late Jo Siffert and driven by a line up featuring Reinhold Joest to a very creditable 3rd place.



The cars will be available as follows:
 SRC01501 Porsche 908L – Le Mans 24 Hrs 1968 – R.Stommelen and J.Neerpash.
 SRC01502 Porsche 908L – Le Mans 24 Hrs 1972 – Joest, Casoni and Weber.



Hopefully to follow on from these two cars will be the most famous 908L Coupe of all, the car driven by Herrmann and Larrousse. It was the car that chased down the Gulf GT40 of Ickx and Oliver and finished just yards behind it at the finish of the Le Mans 24 Hrs of 1969.

No more news as of yet of the Matras as promised last month, but as soon as I do get some, you will be the next to know. Many thanks to Terry Smith at Gaugemaster for his help in compiling this article and supplying the photographs. ■



Chopper's Woodyard

By Ian Howard



It's been a very busy November in the Woodyard with barely a minute spare to bash out a report for NSCC. Regular readers will be aware of the three cars that I've been preparing since March for the "Half Tonner" Grand Prix at Wolverhampton on Sunday 17th November.

"Half Tonners" refer to the 1.5 litre Grand Prix car formula used between, 1961 to 1965. This really was a "Golden Era" of Grand Prix racing with such names as Hill, Surtees, Clark, Von Trips, McLaren and Stewart filling grids all over the world.

I've been building three of Jackie Stewart's best cars for this meeting including:

- BRM P261, Monza 1965 (Stewart's first GP win).
- Matra MS10, Nurburgring 1968 (Arguably one of Stewart's greatest victories).
- Matra MS80, Watkins Glen 1969 (The car Stewart won the first of his three championships in).



A plethora of beautiful slot cars descended upon the International circuit to do battle for the handsome trophies on offer for the lucky few. I entered all three cars into the concours competition and was lucky enough to win with my 1968 Matra MS10. My MS10 is a heavily re-worked Airfix MRRC car based upon the 1968 Nurburgring Grand Prix car. Held at the legendary and deadly 14 mile, tree lined German circuit in extremely wet and foggy conditions, Jackie Stewart drove this car to win - what is arguably - one of his finest Grand Prix victories.

Unfortunately on the day I didn't have the pace that I hoped for. I was running fairly narrow tyres on my BRM P261 but I didn't qualify for the 4 lap addition because my car was the 1965 variant of the P261. I had better luck with my Matra MS80 but narrowly lost the lead to my final just two corners from the end of the last lap. To qualify for concours I raced my MS10 in just one, two minute heat and it turned out to be a fairly quick slot car but it definitely needs more chassis tuning development to make it consistently quick. Nevertheless I thoroughly enjoyed the day and I'd like to thank Bill and everyone at Wolves for their devoted work.





I did come home with a trophy though as I won the concours competition and my other two cars finished in the top 10! My Matra MS10 won me the award. I was sure that Dave Wisdoms Ferrari would win, but my car did have a tiny bit more suspension detailing so that might have tipped the scores ever so slightly. I'm very honoured to have won the "Derek Cooper" Memorial Trophy. Winning a trophy that bears his name means a lot to me.

I've really enjoyed building these cars. In some ways these three cars have kept my interest in slot racing going. I was on the verge of

hanging up my hand throttle for good after my father and mother passed away recently. These projects have been a huge comfort for me because it has allowed me time to think on my own. You might say that they've been great "therapy" and along the way I've re-discovered my love of slot racing. With the help and guidance of Ralph and Sandy Parker, Owen Cooper, Mark Johnstone, Dave Beeching, Stan Comley, and Chris Christou at Oaklands Park Model Car Club I've started to build some "proper" cars now.

A full set of results from the "Half Tonners" prepared by Bill Charters follow after this article.

Just seven days later I found myself racing in the Pro Falcon Finals at Raceway 81 near Newcastle with my team mates from Oaklands Park, Ralph and Sandy Parker, Mark Johnstone and my daughter Alice. We were able to find free board and lodgings with Andy Brown Searle better known as the man behind ABS Slotsports. Andy is a real character in the slot racing world and his life story would make a best seller. Fortunately he and Ralph Parker have been long time racing team mates and they have competed at the World Championships together and Andy opened his doors to us as if we were long lost friends. A real gentleman.

Now I fully realise that writing about BSCRA/Pro Falcon Racing in NSCC magazine may seem like sacrilege. But as a long time Hardbody racing devotee I'll have to say that I've become a complete addict to this kind of racing in a very short time. Prior to shuffling papers around an office for a living I was a ➡➡





fully qualified toolmaker working for Lucas Industries. The diverse engineering and multitude of potential car “set ups” possible on BSCRA/Pro Falcon cars really appeal to the engineer in me. But lets not forget the speed....the speed of the racing is utterly addictive. I realise it’s a world away from Hardbody racing but I’m convinced that racing this formulae has honed my Hardbody racing technique. Pro Falcon racing requires you to find “your groove” and to really concentrate to do well, but above all it hones



your ability to race wheel to wheel with someone for lap after lap. This is something in Hardbody racing that I’ve always had difficulty with, I’ve always been happiest when I’m out there “on my own” on the circuit. I can’t explain why but for some reason I’m much happier racing “in a crowd now”.

We raced 3 classes at Raceway 81. 1/32 scale Sports, 1/32 scale F1 and 1/24 scale Sports. I’m not sure which class is the most “adrenaline fuelled” but I know my favourite is F1. I’m told that the F1 class is known as the “drivers class” and it requires finesse and careful car set up to be competitive. All I know is that I prefer the way the F1 class cars drive and the seeming lack of downforce, which is a major factor with the “Sports” classes.

As this was my first major meeting I didn’t exactly “set the world on fire” with my performance but I was on the pace setting times within 0.5 – 0.6 sec/lap of the leaders. But, more significantly both my daughter and I had a complete ball racing these cars. We didn’t come away empty handed either. Embarrassingly enough I won the “concours” class for the second time in seven days and my daughter won the “Best Newcomer” award with a mature performance, which was well beyond her years and experience. A lot of people have said she’s a natural talent and well worth looking out for in the future. It’s come as a complete but pleasant surprise and I’ll be doing all I can to encourage her with slot racing. I’d like to thank Sandy, Mark and Ralph from Oaklands Park for being such good company over the weekend and for their continued support for my daughter and I. Once again a full set of results follow this article.

In 2014 I’ll be racing a full programme at Oaklands Park at home and abroad in Belgium and France as well as competing in assorted Hardbody Classic racing at Wolverhampton and other venues around the country. I’ll also be doing the Pro Falcon 2014 championship to get the much needed experience that I need to progress onto BSCRA in 2015 and hopefully onto the World Championships at some point in the future.

Kicking off in March 2014 I’ll be racing a 1938 Auto Union Type D at the Wolverhampton



“Early Birds” race meeting on the International Circuit. There is an intriguing story behind the 1938 Auto Union Type D Grand Prix car but you’ll have to wait until the January 2014 edition of NSCC Journal to hear it. The car has been kindly loaned to me by my Oaklands chum Owen Cooper and it’s going to be strange not to be building my own car for the racing. But don’t think that it’s going to be quiet in the Woodyard. I’ve been commissioned to build a Chaparral CAN AM car for an Oaklands member and I’ve got plans to build a ripsnorting version of Ayrton Senna’s F1 JPS Lotus 98T as well as a new version of the 1973 Tyrrell 006 Grand Prix car.

I’m looking forward to writing about these new projects in 2014 but until then, have a cracking Christmas and a prosperous new year.

Keep it smooth (Santa) and stay on the blackstuff! ■

Half Tonner Grand Prix Results. (Many Thanks to Bill Charters). Concours event.

Judged and evaluated by Steve Ward and Charlie Fitzpatrick.

- 1st Ian Howard Matra MS10.
- 2nd Dave Wisdom Ferrari 312B.
- 3rd Bryan King Tyrrell 003.
- 4th Jon Grainger Honda RA271.
- 5th Phil Insull Matra DFV.
- 6th Mick Langridge Ferrari 1512.
- 7th Ian Howard BRM P261.
- 8th Ian Howard Matra MS80.
- 9th Phil Insull March 721.
- 10th Phil Insull Honda RA 273.

H.O.E./RTR. Laps = 4 x 2 minutes
A single trophy was awarded for the highest placed H.O.E/RTR model, at the heat total stage.

- 1st Sam Cockerton 52.62 laps.
- 2nd James Noake 51.69 laps.
- 3rd= Mick Kerr 51.50 laps.
- 3rd= Mike Thompson 51.50 laps.
- 5th Ian James 50.71 laps.
- 6th Chris Aston 49.29 laps.
- 7th Nick Wixon 46.36 laps.
- 8th Graham Pritchard 45.52 laps.
- 9th Malcolm Scotto 44.07 laps.
- 10th Anthony Gathercole 41.24 laps.
- 11th Vic Bettel 40.93 laps.

The ‘Half Tonner GP’ sponsored by Pendle Slot Racing.

A straight forward ‘Distance Only’ event of 4x 4 minute duration.

- 1st Mike Thompson - 106.28 laps.
- 2nd=Dick Smith - 105.90 laps.
- 2nd=Ian James - 101.90+4 laps narrow tyre allowance 105.90 laps.
- 4th Bill Charters - 105.49 laps.
- 5th Mick Kerr - 101.43+4 laps NTA 105.43laps.
- 6th Nick Huxley - 103.41 laps.
- 7th Chris Adams - 103.03 laps.
- 8th Mick Langridge - 101.45 laps.
- 8th Richie Welch - 99.05 laps.
- 10th Eddie Grice - 99.33 laps.
- 11th James Noakes - 99.07 laps.
- 12th Peter Crane - 94.67+4 laps NTA 98.87 laps.
- 13th Jon Grainger - 93.77+4 laps NTA 97.77 laps.
- 14th Mark Withams - 97.35 laps.
- 15th Steve Morrow - 92.48+ 4 laps NTA 96.48 laps.
- 16th Dave Wisdom - 96.21 laps.
- 17th Bryan King - 92.14+4 laps NTA 96.14 laps.
- 18th Rob Wallader - 95.12 laps.
- 19th Phil Field - 94.20 laps.
- 20th Paul Cash - 93.79 laps.
- 21st Peter Emery - 92.29 laps.
- 22nd Ian Fitzpatrick - 88.23+4 laps NTA 92.23 laps.
- 23rd Mike Dove - 87.52+4 laps NTA 91.52 laps.

⇒⇒



24th Mike Buss - 88.14+4 laps NTA 90.14 laps.
 25th Dave Capelen - 88.43 laps.
 26th Ian Howard - 87.53 laps.
 27th Ralph Parker - 86.83 laps.
 28th Tony Condon - 85.92 laps.
 29th Vic Bettell - 80.68 laps.
 30th David Lawson - 80.34 laps.
 31st Graham Pritchard - 76.32+4 laps NTA 80.32 laps.
 32nd Ross Trowman - 55.43 laps.

As can be seen, very close bunches of scores. The narrow tyre lap allowance offered to early (1961-62) models was taken up by 10 drivers, and certainly proved to be a fair allowance, both Mick Kerr and Ian James right up at the top using models with 7.5 mm wide rear tyres.

Class 2 The 'Three Litre challenge' sponsored by Penelope Pitlane.

Heat totals (laps) Positions after step up finals.

1st Richie Welch 56.62	1st Dick Smith
2nd Dick Smith 56.51	2nd Richie Welch
3rd Phil Field 56.28	3rd Phil Field
4th Mick Langridge 54.51	4th Paul Cash
5th Chris Adams 54.50	5th Mick Langridge
6th Paul Cash 53.99	6th Chris Adams
7th Eddie Grice 53.79	7th Dave Wisdom
8th Dave Wisdom 53.22	8th Eddie Grice
9th David Lawson 51.36	9th David Lawson
10th Mark Witham 51.23	10th Mark Witham
11th Ian Howard 45.18	11th Ian Howard
12th Ralph Parker 43.63	12th Ralph Parker
13th Ross Trowman 41.25	13th Ross Trowman
14th Peter Emery 23.52	14th Peter Emery

(2 heats only)

Class 3 The 'Airbox Grand Prix' sponsored by Demon Slot Racing, Hereford.

Heat totals (laps) Positions after step up finals.

1st Bill Charters 57.67	1st Bill Charters
2nd Mick Langridge 56.92	2nd Dick Smith
3rd Rob Wallader 56.19	3rd Mick Langridge
4th Dick Smith 55.57	4th Jon Grainger
5th Peter Crane 54.72	5th Peter Crane
6th Tony Condon 54.39	6th Rob Wallader
7th Mark Witham 53.92	7th Mark Witham
8th Steve Morrow 53.80	8th Tony Condon
9th Ian Fitzpatrick 53.35	9th Steve Morrow

10th Sam Cockerton 52.62	10th Ian Fitzpatrick
11th Andy Bartle 52.16	11th Sam Cockerton
12th James Noakes 51.69	12th Andy Bartle
13th Mick Kerr 51.50	13th James Noakes
14th Mike Thompson 51.50	14th Mick Kerr
15th Ian James 50.71	15th Ian James
16th Bryan King 50.71	16th Mike Thompson
17th Dave Capelen 49.63	17th Bryan King
18th Chris Aston 49.29	18th Chris Aston
19th Mike Buss 48.92	19th Dave Capelen
20th Mike Dove 47.89	20th Mike Buss
21st Nick Wixon 46.36	21st Mike Dove
22nd Jon Grainger 45.60	22nd Nick Wixon
23rd Graham Pritchard 45.52	23rd Graham Pritchard
24th Malcolm Scotto 44.07	24th Vic Bettell
25th Anthony Gathercole 41.23	25th Malcolm Scotto
26th Vic Bettell R.T.R 40.93	26th Anthony Gathercole

1/32 Sports Pro Falcon

Pos	Name	Qual	Total	F time	Points
1	Richie Kettleson	11.74	219.5	4.781	100
2	Dave Bradburn	11.74	219.14	4.782	97
3	Andy Brown-Searle	11.26	215.14	4.787	188
4	Mike Kettleson	12.18	209.89	4.817	89
5	Peter Sidgwick	11.13	207.64	4.975	86

1/32 Sports Production

6	Dave Lees	11.57	202.25	5.061	100
7	Mike Harrison	10.76	200.72	5.127	97
8	Mark Johnson	10.12	192.73	5.338	94
9	Sandy Parker	10.73	192.69	5.167	182
10	Chas Keeling	9.84	189.85	5.329	88
11	Ralph Parker	8.84	182.14	5.534	178
12	Ian Howard	9.7	165.14	5.514	82
13	Alice Howard	9.24	154.21	6.062	79
14	Mike Ogden	11.1	147.55	5.154	76

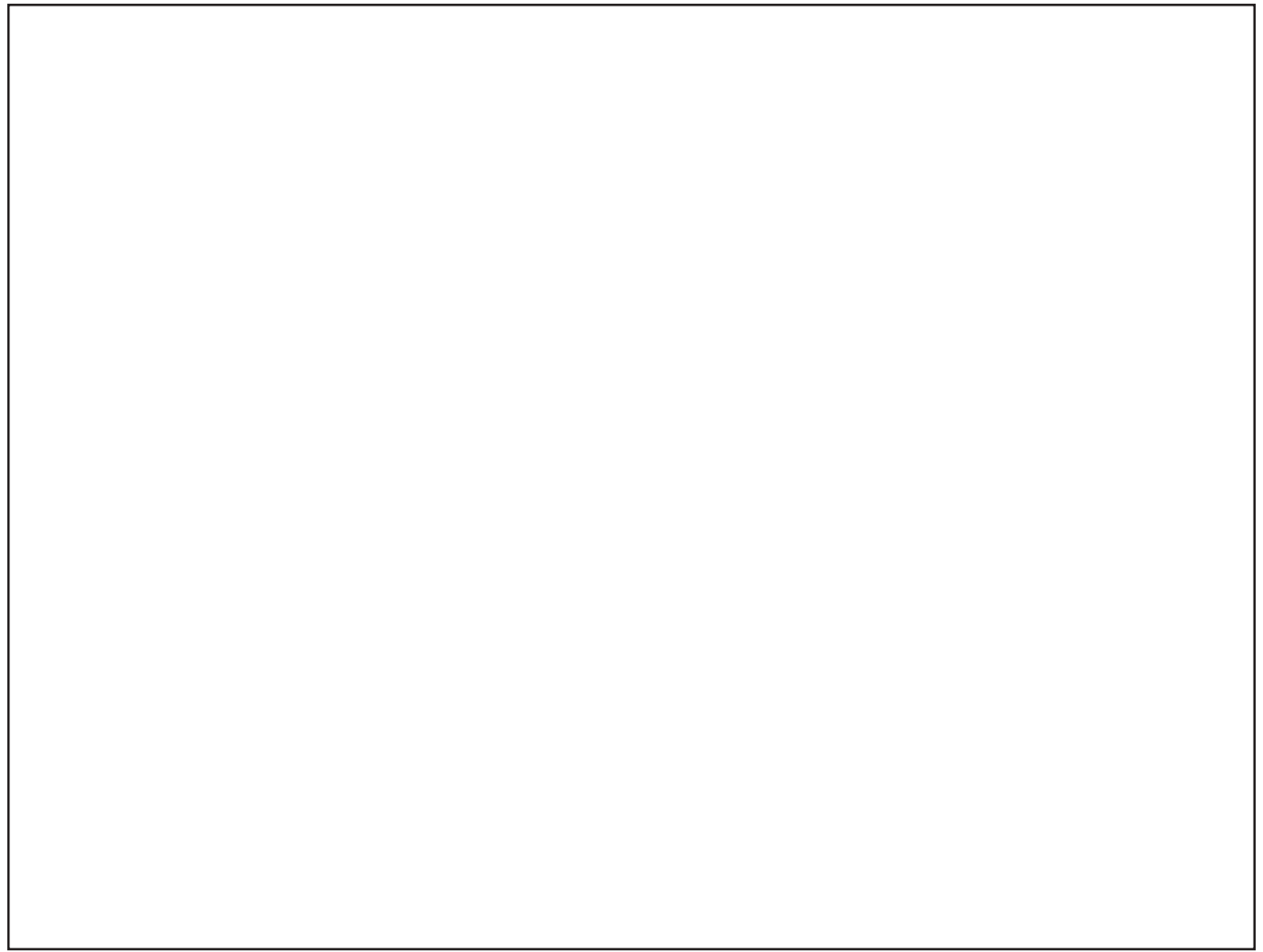
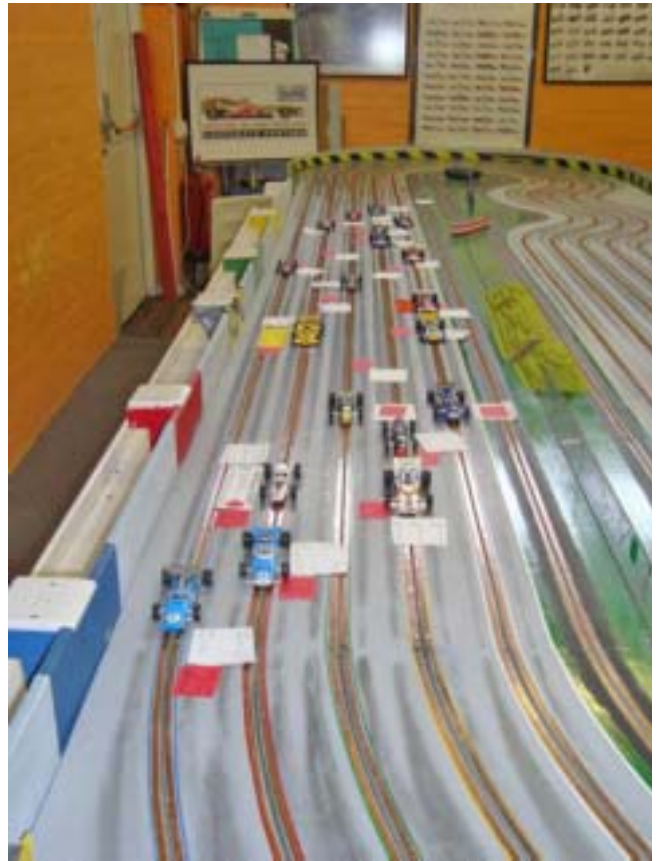
1/32 Formula One

Pos	Name	Qual	Total	F time	Points
1	Richie Kettleson	11.82	205.25	5.002	100
2	Dave Bradburn	11.47	204.72	5.005	97
3	Andy Brown-Searle	11.18	197.93	5.137	188
4	Mike Kettleson	11.15	195.29	5.175	91
5	Mike Harrison	10.64	195.13	5.253	88
6	Peter Sidgwick	11.11	189.28	5.22	85
7	Dave Lees	11.14	188.91	5.294	82
8	Sandy Parker	10.76	183.86	5.263	158
9	Mark Johnson	9.83	178.76	5.491	79

10 Chas Keeling	9.73	172.4	5.747	76
11 Mike Ogden	10.16	172.26	5.508	73
12 Ralph Parker	9.14	169.18	5.696	140
13 Ian Howard	9.12	164.135	7.55	69
14 Alice Howard	8.49	154.52	6.467	68

1/24 Falcon Pro

Pos	Name	Qual	Total	F time	Points
1	Richie Kettleson	13.89	237.86	4.333	100
2	George Kimber	13.29	234.84	4.419	97
3	Mike Harrison	13.19	234.75	4.378	94
4	Dave Bradburn	12.79	231.87	4.48	91
5	Sandy Parker	12.87	230.01	4.387	176
6	Andy Brown-Searle	12.86	228.51	4.477	170
7	Mark Johnson	12.43	224.13	4.552	82
8	Mike Kettleson	12.98	222.62	4.561	79
9	Dave Lees	12.63	221.16	4.577	76
10	Mike Ogden	11.3	213.13	4.81	73
11	Peter Sidgwick	12.61	211.87	4.647	70
12	Chas Keeling	11.13	204.85	4.844	69
13	Ian Howard	11.21	201.02	4.96	68
14	Alice Howard	10.5	184.03	5.096	67



email: ebaywatch@nscc.co.uk

I got quite worried this month when I received an email from David Yerbury, entitled “eBay Do’s and Don’ts”, as I thought I’d done something wrong and was about to be told off! I needn’t have worried though, as David was being magnanimous in warning other NSCC members not to make the same mistakes he had on eBay (especially after drinking your Christmas Sherry!)... David was pointing out that, particularly when viewing eBay listings late at night, it is easy to miss the obvious and bid on an empty box, thinking there’s a car inside. Despite that though, David is obviously skilled at picking up the bargains on eBay as he scooped up an MG Lola, minus its rear wing, after 10pm one evening for just £1.24 (171107157197).

eBay Do’s and Don’ts

I guess my own eBay Do’s and Don’ts would go thus:

Do remember to bid – Numerous times I’ve been waiting for an auction to end so I could place a crafty last minute bid, then forgotten to do so and seen the item sold to somebody else for less than I would have been happy to pay. To avoid this I often put relatively low automatic bids on items these days, and still manage to win a surprising number of them – maybe I’m benefiting because others are forgetting to bid.

Do read the description – Some sellers show pictures of several items, then mention in the description that certain items pictured are not included in the auction. I nearly bid on a selection of bodysells which also featured a nice chassis and motor, only to discover the chassis was in a different auction from the same seller.

Do check the postage cost – and in particular if the seller is offering postage or the item is offered on a collection only basis, a bit awkward if they live on the opposite side of the Country!

Do search under different titles – You may know the car you are searching for is an Offenhauser, but the seller may have listed it as a Sheraton Thompson Special, as that is what it says on the bonnet!



Do check the extra pictures – The seller may be including extra rare items in the additional pictures that are not visible in the main picture. Or there may be damage or missing parts which are only visible in the additional shots.

Don’t post anything unrecorded – I have literally lost hundreds of pounds in the past by posting valuable items unrecorded, especially but not only abroad, only to have the recipient deny they have received them and then claim a full automatic refund via Paypal. I even had one unscrupulous UK buyer unsuccessfully try to claim he hadn’t received an item that he had even signed for himself and his clear signature was on the tracking part of the Royal Mail website!

Don’t post anything very valuable – Even if you post items by recorded delivery, if they are really unscrupulous the recipient can still claim the box was empty when they received it, and get a full refund via Paypal.

Don't get carried away bidding – set yourself a limit and remember to check prices elsewhere. As Graham Mattingley pointed out to me recently, some of the Scalextric MK2 Ford Escorts are selling on eBay for far more than they are currently available from the Scalextric website. I always check the Amazon and Alibris websites first before I buy books on eBay, because books in particular are often available cheaper elsewhere.

Don't pay straight away – check first if the same seller is selling anything else of interest, which will be cheaper if they combine postage costs for multiple items. If you do buy more than one item from the same seller, then ask them for a combined postage invoice first before you pay – or you could end up paying double the postage costs.

Thanks David, now back to this month's auctions:

Auto Unions

An empty Scalextric car box with a torn corner sold for £160.00! It was for an Auto Union, however, so hopefully it may have added the same value or more to the unboxed car that the buyer presumably has already (111200321031). Another empty box, this time for the Porsche 904 Kit Car sold for £21.75 (221303455585). The proud owner of this box could have bought the car itself for just £29.00 (370920441304). If your Christmas Money won't stretch to a Scalextric Auto Union, you could consider the Pink Kar versions, which are still plentiful on eBay. I scooped up a yellow example myself for



£49.02, appropriately from a seller in Germany (111187308320) while his other coloured examples sold for less, from green at a bargain £24.66 (111187569074), to blue at £27.05 (111187781180), and white at £31.00 (111187576713). Two more examples of the blue version are currently available from a UK seller at £39.99 Buy it Now (310737273052). Pity I missed bidding on a matching nice blue Pink Kar Bugatti that sold for just £62.90 (171157322745).

Team Cars



I really like the vintage Scalextric Team Cars, partly due to their powerful large can motors, and there have been a few on eBay recently. A nice boxed blue Team Car sold for £36.00 (141101453180), while an immaculate looking white version in the more realistic Scalextric/McLaren livery of the day, sold by the same seller reached £46.00 (141101210951), which Graham Mattingley reckons is about top dollar for these cars. Apparently both cars did have worn chrome however. Other white Team Cars went for £23.88 (300981615566), and £20.18 (251348936134), while a possibly rarer but more battered yellow version appeared to fail to sell back in September despite offers of £11.11 and £18.50 (200965568433). More recently, a yellow but painted Team Car sold in Australia for AU \$25.55 (£14.97) (321241663812). A more pristine and original example sold back in the UK for just £13.39 (221311287056) – presumably the low price achieved was because the slot guide assembly was missing, enabling the buyer to bag a bargain. ➡

NSCC Cars

Steve Langford asked me to take a closer look at NSCC cars this month. I had my nose up to the glass peering at the silver 1996 NSCC Rover in the Scalextric display at the Brooklands Museum in November, but I'm not quite sure if that was what you had in mind Steve?

NSCC cars recently sold on eBay include a yellow NSCC Mini for £48.00 (370923650140), and a white NSCC Mini for £53.00 (300995569958). NSCC cars remaining available unsold on eBay at time of writing include an informative listing of a dark red NSCC Alfa Romeo priced at a not insignificant £475.00 (161147156879), an Audi 2011 NSCC Hornby Weekend Car for sale at £325.00 (181257035779), a red Ninco Lotus Exige for sale on Buy it Now at £124.99 (300990693118), and a blue Ninco AC Cobra 2012 50th Anniversary car for sale from the same seller at a Buy it Now price of £174.99 (300990695929). A brave seller of an identical blue Cobra only mentioned the link with the Replica Cobra Club, not the NSCC (!), and started his auction at just 99p. This resulted in a final price of £78.00 (111212573157). A boxed NSCC Jaguar XJ2200 failed to sell at £40.00 (271303120801).



Fawlty Towers

I haven't yet invested in a TV Camera Tower myself, although I thought my luck was in this month when I spotted Repro resin replacement cameras and camera men (261322084181), monitors and commentators (261322085064)

were available on eBay at £6.70 Buy it Now. However, before I could find a cheap unmanned TV Tower to match them, the cameramen were all snapped up! A couple of unmanned TV Towers did sell for £28.77 (131045211231) and £32.00 (141099761767) each, while manned TV towers ranged in final auction price from £36.99 (Missing Camera – 171166185878) to £39.00 (310778930040), and £46.01 (390692453884), while current Buy it Now prices range from £47.95 for a corner chipped one (251373651470) to £68.99 (261324045830).

The Bentley Boys



Scalextric 4½ Litre Bentleys are always pretty plentiful on eBay, if you can afford the pretty prices. I couldn't resist snapping up one of the rare blue ones for £90.00 this month (221305122808) to replace the one I sold from my collection when I needed the money. As they say on the BBC, other Bentleys are available, and were out in force in standard British Racing Green from 99p for a battered 1960s C64 (relisted and sold by the seller at £40.00 – 151160956124) to a 1980s' one with a substitute driver for £35.55 (121203135726), to £41.13 for a more original 1980s version (331029998197), in a damaged box as was another green Bentley which went for £61.45 (161136326607). A loft-find C64 green Bentley sold for £78.00 despite the poor driver having a broken arm (111197106082) while two Bentleys plus an Alfa Romeo requiring some TLC sold together for just £83.99

(301001742021). An outstanding price was achieved by a boxed Power and Glory Bentley that sold for an amazing £142.00 after 29 bids. I was almost tempted by a dusty 1960s Black Bentley which a single bidder grabbed for £90.00 (271311034214), and Steve Langford also spotted, commenting it looked like a nice example under the dust. If you fancy a Black Bentley with original Union Jack on the side yourself, and you have the Christmas Wonga, you could do worse than the one currently available on Buy it Now for £179.95 (300888618847).

Aston Martin

Plentiful on eBay and always popular tend to be the vintage C68 Aston Martin and matching C69 Ferrari Berlinetta. Recent prices for the Aston have ranged from £59.79 for a well photographed green version (350907573385), to £75.00 for a red version with box (151135428088), and £89.99 for another red version without box (360759069523). Airfix/MRRC Aston Martins were more affordable at £14.76 for a windowless example (190941898071) – not bad for a Clubman Special car, although the car had been repainted green over its original yellow. A more original green version, but with minor body damage, sold for £23.25 (281196395304) but was afterwards relisted. An original tinplate Scalex Aston Martin that had been converted into a slot car sold for just £22.51 (231087215080). The Scalextric Ferrari Berlinettas were out in force, from £36.00 (231082598169), £41.01 (370929230029) and £44.11 (370920454595) for unboxed Ferrari Red ones to a boxed blue version at £78.22 (310778856225) and a boxed red example at £87.22 (310778860368), with an unboxed pair of blue cars for £89.99



(121207212336) and a single boxed but apparently warped blue car at £102.00 (261285660372).

Those cheeky little TC600 Scalextric Fiats beat the Ferraris for prices achieved, from a battered white version that had been repainted blue selling at £47.53 (231087220297) to a red version with 1980s mini wheels at £56.00 (190910062913) and a more original looking white version at £156.20 (131029927311) led by a red car in Spain (still unsold) at EUR 295.00 (£246.71 – 161144914518) but beaten by a boxed red version in Sussex which sold for £311.66 (400593058745).

Graham Pritchard may have noticed the abundance of body kits available on eBay recently, from the vac-form 1940s Ford Saloon body at £4.99 (161137095550) to three resin kits of the Vintage Bugatti 54 driven by A.Varzi selling in France for US \$13.99 (£8.69) each (190890816672), the tempting Bugatti Atlantic resin bodies available unfinished for £14.99 (181219164715), and an MMK factory finished one in black which sold in Belgium for £79.00 (281204334564). Less than a Bugatti blue example that sold in Germany last month for £179.10 (111188271467). Apparently the black car had been adapted to run on the seller's excellent two lane vintage Scalextric track, which shows how much can be achieved in a small space, to which there was a video link complete with engine noises on the listing (<http://www.youtube.com/watch?v=dZJeof6qtyY>). If the new track I'm building ends up looking as good as Daniel Mente's I'll be happy!

A resin model of a more recent car, the 1985 Bathurst winning Jaguar XJS, sold for £165.00 after 13 bids (251364428194). I expect Ian Howard (who was good enough to prepare and super detail my Lotus 72 for the 2013 Heart of England F1 Championship) has already got one of the SCX Vintage Jackie Stewart Tyrrells like the nice ones that are available on eBay for £55.00 complete with tartan strip around Jackie's helmet from English (261330355668) and Spanish sellers (310780176740).

Finally, many thanks to Gary in Canada for his kind email I received, saying eBay Watch is one of his favourite features. Merry Christmas! ■

