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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Another Successful Event

Hands up who went to the recent Slot Car Festival? So did you enjoy the event and have a rather splendid day out like me?

Despite spending a fair amount of my time on the day in the NSCC room and taking part in 'NSCC Live' I did manage to wander around the event for a bit and I thought it was great. Another well organised and great event which I am sure goes some way to promote our hobby.

The 'NSCC Live' event worked very well, we interviewed a number of people live as the title suggests and this proved to be very interesting. These interviews/ presentations will be published in the Journal in the future, so if you missed them you may be interested to read up on them later.

My thanks go to all those members who offered and indeed helped on the day as well as to some special guests, in particular Graham Moore from Drayson Racing Technologies who attended, not only do an interview but also helped out in our room and signed members' Lolas, as well as those slot car manufacturers who also participated and in particular Terry from Gaugemaster, who I had the pleasure of interviewing, not only is he a really nice fella but he is very passionate about slot cars!

Finally, my thanks must go to the organisers of the event, as I said another well organised and interesting day out, so thank you Sean Fothergill, Mark and Julie Scales, Steve Cannon and of course Roger Barker, I hope you found the event to be as successful as you hoped.

Finally, and on a completely different subject, you may have noticed that last month's Journal was a bit late, this wasn't because I was at Gaydon enjoying myself, it was unfortunately due to our printers going into Administration just at the time I posted the Journal, so we had a bit of a problem sorting things out and getting our Journal covers out of the clutches of the Administrators, thanks to Andy Smith and Richard Morton (formally of Acorn Print and now of Flexpress) for helping to sort it out, so with some new printers we are again back in business as they say!

Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nscc.co.uk

By Pete Simpson

As forecast at the end of last month's Messages, we have yet more Americana from Scalextric: a solo release, a digital set with two dodgy characters to be pursued by a German police car and an analogue set featuring a pair of Chevrolet's finest.

It may appear from recent reports that Scalextric have an inordinate number of USA inspired cars in this year's range, but impressions aren't always correct. In fact, of this catalogue's cars, only 17 (24%) are of cars from across the

Pond, with two of those being European racers: it just happens that, as many are reliveries of existing models, these have arrived earlier than those cars requiring new mouldings.

ADAC Camaro


Although I usually get to see examples prior to Scalextric circulating their publicity information, my visits sometimes coincide with the initial examples being away for their official photo shoot. This was the case with the High⇒




Product Code: C1391	MODERN RACING CARS
SRP: £39.99	Availability: 2013, Q2
For ages: 7+	Scale: 1:32

Features

- DETAILED & LIVERIED**
- Quick-change Braid : Fast replacement of braid. No tools required.
- Magnatraxion
- DPR – Digital Plug Ready
- Working head and tail lights
- Blue plastic base, crystal lid.
- 1 x PAIR BRAID PLATES






Team Yaco Racing UG from Germany raced two Chevrolet Camaro cars. This livery, known as the "No35 Team", piloted by drivers Geipel and Sandritter was campaigned in the ADAC GT Masters.



© Hobby Hobbies Ltd. 2013

CHEVROLET CAMARO GT-R

Team: Yaco Racing UG, Team 34
Drivers: P. Geipel & M. Sandritter
Race: ADAC GT MASTERS

Class: GT Endurance

Configuration

Motor
Mabuchi SP
18k rpm
Gear ratio: 11:36

Chassis

Rear Mounted Motor
Side-Winder
Rear two-wheel drive
Magnel
Rectangular 2.8 mm
Down-force 200 gm

Length
126 mm

Wheelbase
78 mm

Width Axle/Hub
54 mm Front
54 mm Rear

Tyre diameter
20(est), 13(int), 8 mm Front
20(est), 13(int), 8 mm Rear

Weights
Car 70 gm
Case 156 gm

www.scalextric.com



Detail, DPR, Chevrolet Camaro, C3391, of Yaco Racing.

This was run in the 2012 German ADAC GT Masters series, driven by Philip Geipel and Achim Winter. The format of these races is similar to the current FIA GT3 championship whereby a professional driver teams with an amateur to share the driving: events are split into two 60 minute races, with each driver being at the wheel for half of each race. The cars raced in the FIA and ADAC championships are generally similar so there are plenty in the Scalextric range with which to compete in either digital or analogue format.



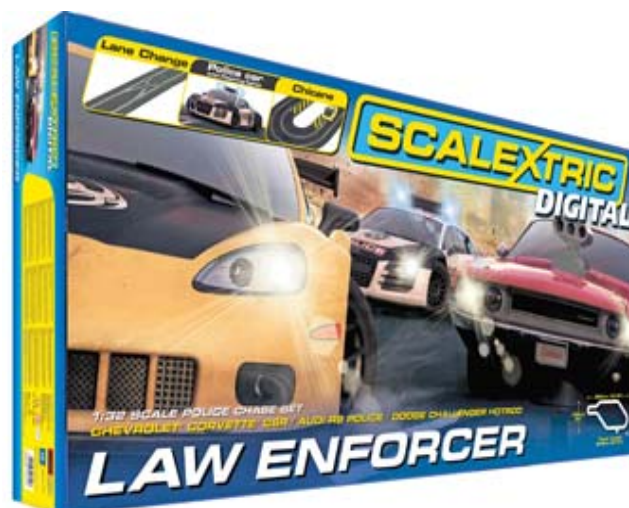
The pictures included here are courtesy of Adrian Norman, as is the data sheet which is also available from the Scalextric website. This revised format gives a concise summary of each car, providing all the technical details required to select cars from the range which will be perfect adversaries.

Sets

The three car digital set, "Law Enforcer", C1310, may include a strange combination of vehicles, but it certainly provides a degree of



diversity. All are Super Resistant although with the added delights of front and rear lights and even a siren and flashing roof lights for the police Audi.



The Dodge Challenger will be the first example of this new moulding to be released and will be fitted with a supercharger protruding through the bonnet as on last year's Charger Street Rod. The other car to be pursued is a bright yellow Corvette C6R. Hounding these two obvious villains will be an Audi R8 police car. The three cars are probably fairly well matched, certainly given the options of blocking and overtaking provided by the pair of straight lane-change sections included as part of the 650cm of track. The overlooked brake button, frowned upon during conventional racing, must surely be the





ideal tool in bringing either of the muscle cars to an arresting position. As the power base will cater for four cars, another vehicle can be added once a further hand throttle, C7002, has been purchased.



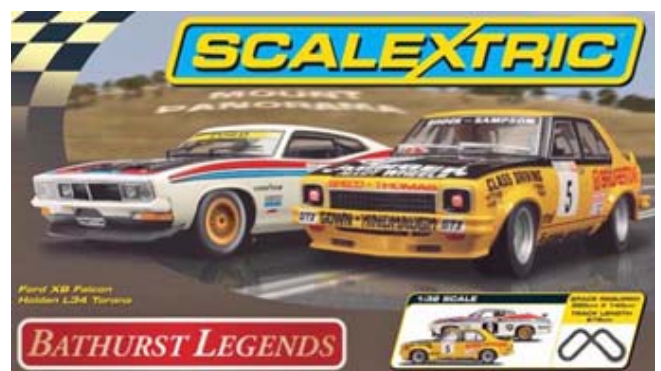
The analogue set, “Raw Power”, C1308, is more conventional with a straight race pairing of two modern Yanks: a Corvette C6R and a Camaro GT-R. Although the C6R is a new livery, the GT-R is one of last year’s HD versions, C3289, but with the detailing parts replaced with the black “glass” of the SR range: neither car will have lights but both are DPR so



can be upgraded to digital. With these two SR cars, 676cm of track, a pair of racing curves and a bridge this is an ideal introduction set.



Another tie-in to last month’s article has appeared: I mentioned the significant range of 1970’s cars that have been released, all ripe for a Bathurst re-enactment. Well, Scalextric Australia had already considered such a race and has announced a new set for 2013: “Bathurst Legends” C1305. Not quite the two cars I considered but a balanced pairing to replicate the 1970 season with the Holden Torano L34 of Peter Brock and the Ford Falcon XB of Allan Moffat. This is an analogue set with 676cm of track and a pair of curved crossovers to create a large figure of eight. Price will be in the order of A\$249 but, as it’s not anticipated until August of this year, there’s plenty of time to arrange for import.



GT40



So, is it American or British? For those too young to be familiar with the development of these legendary racers, they represent a unique blend of UK based design expertise, honed by those who had the experience of American engines all supported by the funds of Ford in an attempt to ensure success at Le Mans. This latest model, C3315, although the format is getting long in the tooth, will be welcomed by many as it is one of the few GT40s from the 1966 event that Scalextric have not yet modelled. Representing chassis number 1007 of the Ford



France team driven by Guy Ligier and Bob Grossman. Unfortunately it failed to finish, having completed 205 laps in 16 hours, due to ignition failure. This is probably one model that is aimed at collectors rather than racers: the lack of easy digital conversion is unlikely to be an issue.

Lotus 49

I showed the new prototype parts way back in April so it is good to see that the final production version is close to release. The only differences from the earlier car are the addition of the front and rear aerodynamic aids: high rear wing and smaller winglets on the nose. This is the car entered by Rob Walker and driven by Jo Siffert at the 1968 British Grand Prix. With any luck,





future years may provide us with further examples, some with even wilder wings, some more restrained.

Volkswagen Beetle



The latest version of the Beetle, C3412, should be in the shops soon. It represents the car driven by Bob Beales in the Historic 1990 Rallye Monte Carlo, an event for classic racers. As with

all other versions of the Beetle, this model is DPR and HD, although it is not fitted with any lights. The model illustrated here was an early example so is lacking a few of the finer detailing parts but even so it provides a good impression of how the finished model will appear.

Escort



Another famous Ford Escort rally car will soon be with us. C3440 represents the car which Roger Clark drove to 5th place in the 1970 Monte Carlo Rally. As is usual with models of the MK1 there's bound to be criticism aimed at the need to produce a reasonably accurate model without having to produce too many detail variations: wipers, spot lamps and crew are all fairly easily rectified if a more accurate model is required. These are good examples of where buyers can spend a few hours significantly improving the basic product, thereby avoiding





the much higher price tag that would be demanded by a specialist model manufacturer.

McLaren

This latest McLaren MP2-12C GT3, C3389, is the car of Matt Bell, David Brabham and Alvaro Parente as contested in the 2012 FIA-endorsed Blancpain Endurance Series by United Autosports. The championship aims to include a variety of drivers by having categories to include professional, amateur and gentlemen drivers: GT3 Pro Cup, GT3 Pro-Am Cup, GT3 Gentleman Trophy and GT4 Cup Class.

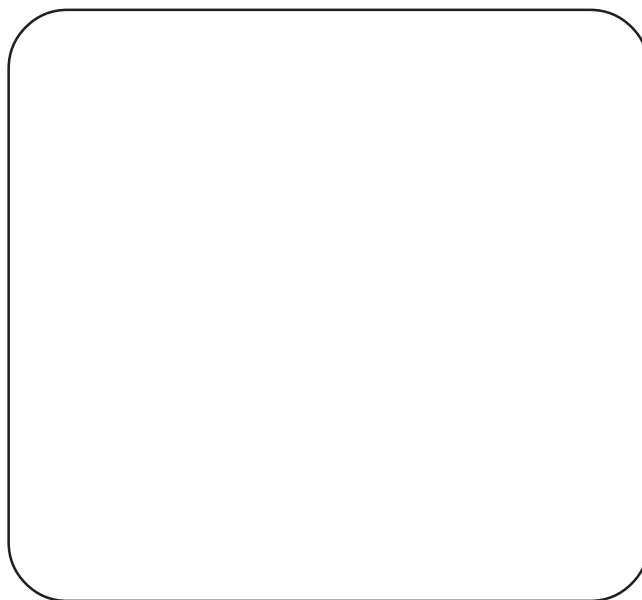


This model looks quite dramatic in its striking red livery over a crisp white base: the colour demarcation is certainly sharp. This is an HD version with all the goodies: detailed interior, front and rear lights and DPR. Performance of this wide tracked derivative of the GT McLaren should be impressive, maybe even reported on elsewhere in this or a future Journal.

Scalextric Online

As I've urged before, don't forget to visit the Scalextric website – there are currently some very tempting bargains from the Start range at half price, especially with free postage on any item over £30. The “Battle of Endor”, C1288, and “Pro Racing Series”, C1271M, sets would both make ideal birthday presents and, at the current reduced prices, are very good value for money. Don't forget that “Start” sets can easily be combined with either the normal Sport track with the addition of the Start Converter Track Pack, C8525, or even the older “Classic” track if a pair of Converter Straights, C2222, is also employed.

No clues for next month's content but I rather hope that at least a few of the photos may be taken on a track laid on the lawn in glorious sunshine. ■



Last month was due to be my last as a regular contributor to the NSCC Journal but this month really is it, again I would thank all those who have helped and supported me over the past seven years. The good news is that Ian “Chopper” Howard has agreed to pen a column starting from this month and having already been sent a preview I think you will be in for a treat with a fresh and exciting approach, many thanks Ian and I wish you every success with your articles.



Penelope Pitlane Honda RA273

It was interesting to visit Gaydon with no real commitments to helping run something and spend loads of time chatting to friends old and new and putting faces to some familiar names. One familiar face was my old mate Steve Ward who had his excellent range of Penelope Pitlane kits on display including his new Bill Grigg mastered Honda RA273. This super kit is designed around the nickel silver SM1 chassis using a slim line motor and comes with metal detailing parts, clear cockpit surround, and decals to produce various versions of Hondas V12 3-litre beast as driven by Richie Ginther and John Surtees during the 1966 and 1967

seasons. While the engines provided a decent 400+ bhp the weight of the V12 and Honda's beefy chassis left the cars struggling on pace and eventually the RA273 was replaced by the lighter Eric Broadley engineered RA300 “Hondola” late in 1967. I have started mine and the predominantly white colour scheme makes it a nice simple kit to prepare and the body fits perfectly on to the SM1 chassis as you would expect, however as normal time has got the better of me so you will have to “make do” with a picture of Steve's super display model that many of you will have seen at Gaydon. Also on display from Penelope Pitlane was the upcoming 1964/5 Ferrari 158 V8 formula one car to go alongside the fine 1512 V12 car from the same period which Steve has already produced.



Penelope Pitlane pre-production Ferrari 158

Moving down the row at Gaydon I found George Turner of GT Models who has also been very busy and alongside his established range of kits George had the new limited Richard Seaman version of his MG K3 which enabled the young British star to establish his reputation in the 1930s. George also had the new race version of the big Jaguar MkVII as the Stirling Moss car and a one off Jaguar road car with rear wheel spats, which I hope he will ➡➡



**GT Models Richard Seaman Limited Edition
MG**

decide to put into production (hint, hint). The new Richard Mack RM chassis are now available from GT Models for George's lightened Maserati 300S and similar racing chassis are being developed for the Lancia D24, McLaren M6B and a number of George's saloons. Finally George had some teasers on the go in various stages of development with his Mercedes W154, and Allard 2J being the two that got me salivating with anticipation.

Slot Rally GB organiser and fellow NSCC stalwart Gareth Jex has taken to producing one unique rally car per year and following on from his superb Skoda S2000; Gareth has launched his new Toyota Corolla TE27 mastered by Martin Field who has also recently mastered the new Piper GTR for Stryker models. Gareth's



**Gareth Jex Toyota Corolla TE27 1,000 Lakes
Winner**

Corolla can be done as either the 1975 Hannu Mikkola 1,000 lakes winner or the 1976 5th placed RAC car of TTE team boss Ove Andersson. These are neat looking kits of a 1600 car which caused a huge surprise when beating the bigger engine Escorts and Stratos' on the fast flowing roads of Finland even when being driven by a master like Mikkola. Well done to Graham Poulton of GP Miniatures who did a late night/ early morning to produce the vac formed window and interior parts in order to deliver them to Gareth at Gaydon.



Graham Poulton Aston Martin

Just to show there is some kind of flow Graham was also at Gaydon displaying some of his superb Aston Martins in both limited hand built and kit form, the finish on Graham's limited hand built cars really are works of art. In fact some pictures of Graham's car taken on his display diorama had me fooled into thinking they were the real cars! However just to prove he can do cars other than Astons, Graham is nearly ready for production on his eagerly awaited HRG and Maserati Mistral and again is simply perfect in my humble opinion.

Also on display at Gaydon we had Mel Ault's Pre-Wing Formula One range of sixties



Mel Ault's Pre-Wing Grand Prix range



Chase Cars at Gaydon

F1 kits with his new BRM alongside his recent Brabham, Cooper and Honda all of which are excellent and would make fine subjects for anyone entering Bill Charters Half Tonner GP at Wolves in November (Unashamed plug).

Gareth at Chase Cars was again kept busy with lots of folks trying out his amazing cars with their roll and slide chassis – they still make me smile when I run them they're just great fun. He also had his one off Boss Hog Cadillac Convertible on display along with the work in progress on the Jim Rockford Firebird and Daisy Duke's Jeep – you must get a better looking lady driver though Gareth! Finally Sean and the team at Pendle Slot Racing had some new goodies on their stand with a Jaguar MK1 kit,



PSR Pre-production BTCC Volvo 850 Estate

a new road car open top version of their superb MK1 MX5 and an up coming BTCC Volvo 850 Estate, which I understand will be available later this year and all of which can be used with the PCS chassis range.

Moving away from Gaydon Osterero have announced the re-release of their Lotus 38s having sourced a fresh batch of suitable small motors to power them and have released their Rene Arnoux 156/85T in both kit and RTR form. Slot Classic have announced they will be doing the Hopkirk/ Hedges MGB GT entry from the 1968 Targa Florio, GMC have a ➡



Slot Classics MGB Targa Florio

new Sauber C5 BMW from Le Mans 1977, and Team Slot have pulled a major surprise by announcing an Escort RS2000 in droop snoot form.

Chris at Proto Slot is working on his 1952 Aston Martin DB3 Coupe and a real rarity in the shape of the 1970 Tour De France Ford GT70. MMK have their new 1956 Jaguar XK140 coupe and my old mate Milan Tomasek at MTR32 has a new Romtech Cougar C22LM from Le Mans 1989 as driven by Fabre/ Bousquet/ Yoneyama and a Daytona 2012 Ferrari F458 Grand Am as driven by Villander/ Beretta/ Bertolini, details of how to order these hand built cars can be found on the MTR32 website.

Moving on to RTR in recent days the pre-production Peugeot 205 T16 Evo 1 from Original Slot Cars was in evidence at Gaydon and I'm told performs very well, Scale Auto has released pictures of their pre-production Porsche 935 and Avant Slot has revealed their pre-production version of the exciting Nissan Delta Wing. While NSR have released their Miles/ Hulme #1 Ford MKII from Le Mans 1966 along with the orange and black German



Avant Slot pre-production Nissan Delta Wing

Limited Edition Ford MKIV and of course drew many admirers at Gaydon with their upcoming Aston Martin Vantage GT3.

Rounding out 1/32nd Slot.it had the UK Festival McLaren F1 GTR Limited Edition in Gulf colours, along with the new liveries for the Jaguar, Lancia, Nissan, McLaren GTR and the pre-production versions of the McLaren M8 Can-Am cars and have just released three white kits specifically aimed at teams looking to enter the 2013 Slot.it European Endurance Championship with all the components to build cars complying with the specific regulations for the series.



NSR Aston Martin Vantage GT3 prototype



Avant Slot 1/24th scale Peugeot 307

Finally quite a bit of 1/24th news with a new Peugeot 307 WRC from Avant Slot available with Gronholm (Red-Works), Galli (Yellow-Pirelli) and Stohl (Blue-OMV) bodies along with

a Porsche 997RS GT3 in Vallejo colours all of which are mounted on the new Avant 1/24th metal chassis and are on special offer at PSR at the moment. BRM have a new Limited Edition 1/24th Porsche 917K in the Siffert/ Ahrens colours from the 1970 Kyalami 9 hours and had a 1/2th McLaren M23 on display at Gaydon which I really hope they put into production, while HB Slot have a new GRP 1/24th scale adjustable chassis system on release.

Well that really is it from me – thank you once again for putting up with me these past seven years, sorry for anyone I have missed out and/ or upset over my time and maybe I'll be back to haunt you with an occasional review piece sometime in the future, so this really is good bye and I wish you all well what ever your slot car interest may be. ■



No news last month but encouragingly, we now have three new releases from Fly which will appeal particularly to Porsche and Ferrari fans.

Here are the new cars with their reference numbers and recommended retail prices; you may be able to obtain them more cheaply:



The Porsche 917, FS7040301. This is a black road car and from the picture it looks a beauty, the recommended price is £39.95.



We have another version of the Ferrari 512S, FS707103: this is from the 1970 Le Mans as driven by Derek Bell/Ronnie Peterson, race number 7. This was quite a rare car first time round as it was only available as one of the Limited Edition driver series cars that came with a standing painted pewter figure. As with the Porsche, the recommended price is £39.95. Four 512s were entered by Ferrari for Le Mans in 1970, but the Vaccarella/Giunti car was out after 7 laps, the Merzario/Regazzoni car was





out after 38 laps and the Bell/Peterson car was out a lap later, and about 5 hours later, after 142 laps, the Ickx/Schetty car was out.



The second of the Kremer CK5s, FS06101, is from the 1982 Le Mans. The model depicts the car carrying race number 5 as driven by Ted Field, Danny Ongais and Bill Whittington which did not finish. Whilst I have not seen the

model myself I am told that it looks really good and is further testament to Fly's continuing quality with this model rivalling die casts in terms of paint and printing. This car is more expensive than the others with a recommended price of £54.95



Thanks, as ever, to Terry Smith from Gaugemaster for his help in compiling this article. ■





There's plenty to talk about this month following "*The Greatest Slot Car Show On Earth*", catching a glimpse of recent releases at the show, discussing what lies ahead with Ninco representatives, new car announcements and the return of the Ninco World Cup!

What a Fest'!

It was great to see so many of you at this year's UK Slot Car Festival; and what a great day out it proved to be. Three representatives from Ninco in Barcelona attended the event and were available to chat with visitors, other manufacturers and also make time to have a go on the numerous rally circuits and tracks throughout the show. The setting of the Heritage Motor Centre in Gaydon is a superb location offering fascinating exhibits across all scales from the world of motoring and this year we had an added bonus of a classic car meet right outside the museum.

I arrived on Saturday to help set up and was immediately tasked with arranging the Ninco

circuit on the A.B.Gee stand. A good selection of all the different track pieces within the Ninco range allowed me to assemble the layout from scratch; no plan, no guide, just pure imagination! I hope you had a chance to take the demonstration cars (*or even your own models*) around the track. To maximise track length, a crossover was incorporated using the "N-Lifter" (10222) Track Elevation System. These really are a great design enabling accurate support to give a smooth flow up and over the track below. They are so much more than just a bridge support⇒⇒





as banking can be enhanced using the same product. If bridges are frequently used in any of your layouts, I recommend you take a closer look at these items. *(I used a spare set to display some of the Ninco models on a tilted piece of track).*

Sunday brought about a more daunting task of conducting an “interview” with Stan Harnay (*Ninco’s Export Manager*) in front of a live audience. A new feature of this year’s show, we had no idea how many would attend, how well it would be received by the public or indeed how well it would go, but we have to start somewhere! The Ninco interview was just one of a series of discussions held in the NSCC room and it was filmed by “SLOT” – a new magazine about our hobby which is scheduled for release this month and will be available to



purchase in newsagents. The interview can be watched on “YouTube” with a link to this via their website (www.slotmagazine.co.uk).

There are a number of things we can look forward to later on this year and although Stan could not reveal too much to the public, I can assure you all that a rather special treat will mark their 20th anniversary this year. Their expansion to design and supply of Radio Control products has benefited their development with slot cars and has been instrumental in their new wireless controller system. This new “WiCo” system is due for launch in the UK towards the end of the year and Stan showed a presentation outlining some interesting features which take this product beyond being just a wireless controller. Some information was shared regarding how Ninco select the next models for release and the success of their recent Lancia Stratos can be largely attributed to it being one of the cars most desired by their online Club Ninco members. Although Stan was unable to give out information of up-coming releases, I was left with the distinct impression that there are some great new innovations to look forward to.

Stan’s colleagues from Ninco (*Raul and Xevi*) were also very impressed with the event and I do hope they will all return for the next one. If the “NSCC Live” event is to feature in future Slot Car Festivals, I would like to see more interaction from the audience as Xevi in particular is one of the most experienced people at Ninco and has



a real in-depth knowledge of their products. It is also worth noting that in addition to their online members club, Ninco also keeps us informed through updates on their Facebook page and Twitter account.

First Sighting



The Ninco team brought with them the first finished examples of releases announced last month such as the Ninco-1 Mercedes SLS “kfztiele24”, Chevrolet Corvette Z06 “Whelen”, Lancia 037 “El Gaitero”, Sierra Cosworth “Auriol” and Audi R18 “Silverstone WEC”. One car I hadn’t seen before the show was the AC Cobra “Yellow” (50561) which has very sharp print detail, particularly around the bonnet mounted air intake. These cars attracted much attention during the day and some were brave enough to put these brand new models through their paces on the Ninco demonstration track. Happily, all survived the day intact!



Union Jag'

Just one hundred “Slot Festival 2013” Ninco E-Type Jaguars (50620) were made available



during the day. Each had a uniquely numbered label and features the NSCC logo on the roof and event title along the bonnet. These Jaguars are extremely limited so for details of any remaining, please contact me.



SlotCarMag

Once again, SlotCarMag provided the Festival with a free show guide as well as having their latest edition for sale on their stall. Issue 13, Volume 3 includes an article covering all of the McLaren F1-GTR models released by Ninco to date. For collectors, this is a good reference of this range produced by Ninco over the past twenty years. In conjunction with the magazine, we are looking to produce a similar article covering a completely different range, so what would you like to see covered? ➡➡





June Releases

News of new releases for June has quite literally just landed in my Inbox. Two new Ninco-1 cars are the Chevrolet Camaro "Eagle" (55088) and Ford Mustang "Dominator" (55083).

The Ninco-S series have three additions; a 'Lightened' Ford GT "Falken" (50627), an E-Type Jaguar "Grand Prix" (50628) and the classic Ford Sierra "Texaco" (50629). I hope to bring more details of these products as they are released. ■



Chopper's Woodyard

By Ian Howard



Hello All, my name is Ian “Chopper” Howard and Phil Insull has asked me to fill his shoes at NSCC Journal after seven years hard labour writing his monthly “Kits ‘N’ Bobs” column.

Mighty big shoes to fill I trust you’ll agree and a very hard act to follow, so I’ll start by telling you a little about myself, what my slot racing interests are and how I came by that peculiar nickname!

My slot racing story begins in December 1979 when after nagging my parents long enough I became the proud owner of a Scalextric 200 figure 8 set with two Walter Wolf cars. By saving my pocket money (and daily bus fares by walking to school) I added to the set which soon outgrew the living room, dining room and front bay window!



The Clsssic Scalextric 200 set

Work as an engineer for Lucas Industries soon followed on and with it the financial ability to compete as a rally car co-driver/team manager at Clubman, National and International level which took precedence over slot racing completely.



The late great Roger Clark and myself

During my 14 years in the “left hand seat” I was fortunate to work with some exceptional teams and sit with some superbly talented rally drivers. I was also able to meet nearly all the major stars of the sport including Ari Vatanen, Colin, Alistair and Jimmy McRae, Sandro Munari, Russell Brookes, David Llewellyn, Roger Clark, Francois Delacour and Louise Aitken Walker to name but a few.

The birth of my daughter in 2001 meant that after some 160 rallies and some great times I had to re-prioritise my life and put my family first, so I retired from the sport that had given me so much personal fulfilment and excitement.

However, the thirst for speed never really left me and I made a return to slot racing via the superb Slot Rally GB Championship in 2009. This opened my eyes to the length, breadth and diversity of slot racing/rallying in the UK and I returned to a boyhood passion for making model cars which I could now race amongst top class opposition.



My scratchbuilt 1973 Tyrrell 006

My true passion is for 1970s Formula 1 racing. After rebuilding many cars to modern standards I built and developed the “Heart of England” Formula 1 Grand Prix Championship during late 2011 and throughout 2012.

Ken Tyrrell’s Grand Prix cars occupy the central obsession of my slot racing. I had the complete honour of meeting three times World Formula 1 Champion Sir Jackie Stewart at a fund raising dinner for the Retired Grand Prix Mechanics Trust in London in December last year. An experience I will always treasure.

What you have to remind yourself of is that this small British Team took on the might of Lotus, Cooper, BRM, Brabham, Matra and



Meeting Jackie Stewart in December 2012

Ferrari and beat them all at their own game using sound British engineering and Scottish driving brilliance.

It’s also true to say that I’m just as interested in great circuits as well as great cars. I’ve had the pleasure of turning some laps at some really amazing circuits. Through this column perhaps I can add to that tally and regale you with stories of new circuits and clubs along the way.

In this column I aim to look at what’s going on in the slot racing world and link it to the true stories of the real cars and real people. I’ll cast my net wide and I’ll try to look at every thing from F1 to Le Mans, Rallying to NASCAR.

I’m happily installed at two great Midlands Clubs. The lads at Great Barr Slot Car and Oaklands Model Car Club have made me feel very welcome and I can say that I’ve learned more about slot racing there than anywhere else. I’m also lucky enough to race at Wolverhampton on a fairly regular basis and all three clubs boast superb facilities as well as truly great circuits.

I’m currently preparing three different cars for the “Half Tonner” Grand Prix event organised by Bill Charters to take place on the weekend of 16/17th November 2013 at the superb Wolverhampton International Circuit. The Grand Prix is split into three different classes:

Class1: 1.5 Litre F1 models. The “Half Tonner Grand Prix”. sponsored by PENDLE SLOT RACING.

Class 2: For Formula 1 models 1966-70. The “Three litre Challenge trophy race” sponsored by PENELOPE PITLANE.

Class 3: For Formula 1 models 1971-77. The “Air Box F1 GP” sponsored by DEMON SLOT RACING, Hereford.

I’ll be running three Jackie Stewart cars from the era, including a 1965 1.5ltr BRM P261, a 1968 Matra MS10 and a 1969 Matra MS80, all using chassis from Penelope Pitlane. This is my first foray into metal chassis and fibreglass bodies and I’ll have to say I’m really enjoying the new challenge. Slotforum has more details of the “Half Tonners” event, I suggest that you look it up.

⇒

I visited the Gaydon Slot Car Festival for the first time in May and the organisers need to be congratulated on all the hard work and effort that's gone into bringing the event together in such a fantastic setting. Although I found it mildly depressing that three makes of the rallycars that I competed in on a regular basis are now museum pieces!



OSC Peugeot 205 T16

Of all the mouth watering items on sale and display at Gaydon the new Original Slot Cars (OSC) 1985 Group B, Peugeot 205 Turbo 16 really caught my eye. I'm the happy owner of the 205 manufactured by Spirit, but the new OSC version really captures the shape and proportion of the car like no other that I've seen before. I've seen the car motoring around one of the slot rally GB special stages and the driving dynamic looks breathtaking. I've always loved the T16 and in the hands of Ari Vatanen, Timo Salonen and Juha Kankkunen the results were truly spectacular.

Legendary British co-driver and personal friend Paul White (co-driver to all the major stars of the '70s and '80s – he won the 1980



Mikael Sundstrom/ Paul White Scottish Rally 1986

RAC Rally with Henri Toivonen) spent 1986 in one of these beasts competing in the British Open Rally Championship sitting alongside the late Mikael ***"Miki the Finn"*** Sundstrom. Paul wasn't keen on the car and felt that Group B cars posed a threat to both crew and spectators. However, he did describe the experience of rallying the T16 as ***"rather like sitting on a cannonball!"***

I like the idea of the inboard drive belt. It gives more space for some weight/ballast to trim the car as well as the fitment of wider tyres. I think the car looks awesome especially in Vatanen's victorious 1985 Monte Carlo Rally livery, but the car needs to be priced well to prevent these beauties spending their lives as "Shelf Queens".



OSC Peugeot 205 T16 chassis

Rumour on the web, price the car at somewhere between £70-£90 and at that price I think you'd wince every time you put it on the track. I had a chat with an OSC sales rep at Gaydon and he advises me that they are looking carefully at pricing for the UK market. I reckon a price somewhere between £50-£60 at the very maximum will ensure that they sell volume, which will allow us to enjoy the car and OSC to make a decent profit, which they can invest into producing more equally interesting cars for us to buy.

That's about all for this month, I hope I can "fill" Phil's shoes but before I sign off I nearly forgot something!

Why the nickname "Chopper"? Well, my racing hero, Ken Tyrrell began his working life (after flying as a flight engineer with Bomber Command in WW2) as a timber merchant. As



**Ken Tyrrell racing his Cooper 500 at
Charterhall**

a fledgling racing driver twin axes were painted on the side of his Cooper 500 to distinguish him from other drivers. The “Chopper” moniker soon followed and the Tyrrell F1 team was run from the family “Woodyard”.

There’s nothing that gives me greater pleasure than ferreting around in boxes of body shells and slot car components at various swap meets around the country. I’m well known for “Chopping” up old tired cars into bits to create new cars and this column clearly demonstrates

my obsession with all things Tyrrell. Hence “Chopper” is a nickname that’s stuck with me and I’m proud to have it in common with Ken Tyrrell. I hope in the months to come you’ll join me at the Woodyard where we will spin a happy tale of all things “SLOT”.

Till next month, keep it smooth and stay on the “black stuff”. ■

NSCC/ Hornby Weekend 23rd and 24th November 2013

The deadline for applications has been extended until the 15th August 2013, so please get your application in, as spaces are limited.

Please note that the prices for the weekend are as stated on the application form, and there was an error (or two) in the article itself last month! ■



Of course SRC have been around now for some time and have released some extremely nice cars, some of which have been reported on previously in the Journal.

I personally like these cars very much and feel that they now perhaps warrant a regular article in the pages of the NSCC Journal, at least every couple of months depending of course on the availability of new releases, hence why I am now not only the Editor of the Journal but also it would appear a contributor.

"SRC have really taken off with the collectors here in the UK, however if the quick laps I saw of the Capri is anything to go by on the Gaugemaster test track at the Gaydon slotfest these cars should also be considered by the racing fraternity as well!



**Broadspeed SRC900107 Ford Capri RS2600
Silverstone TT 1973 Andy Rouse (later
version)**

We are kindly been given by the UK distributor a model of the Capri for review and we are looking for a volunteer to put the car through its paces and write a small piece on it,



SRC00302 Ford Capri RS2600 Tour Auto 1972 Larouse/Guerin



**SRC 00701 Alfa Romeo 33TT12 Watkins Glen
1975 Derek Bell/Henri Pescarolo**

so if you are interested please send me your name, address and membership number via email to the editor@nscc.co.uk.

The range now includes the Porsche 907 in long and short tail versions, the aforementioned MK1 Capri in early and late versions and very recently the Alfa Romeo 33TT12, which again will be offered in a choice of different bodywork.



**SRC 00203 Porsche 907K Sebring 1968
Winner Jo Siffert/Hans Hermann**

The length SRC go in the quest of detail is staggering, take the Andy Rouse Capri from the 1973 TT at Silverstone, this was a British Broadspeed prepared car and was therefore in RHD form and yes SRC went to the trouble to make a new dash for this model, it also comes with just one wiper arm and no door mirrors just as photographic evidence of the time shows!

News for later is the introduction of the Matra 670 and 670B of which there was a 3D



**030/031 3D Printed samples of the Matra
670/B due later in the Year**

printed model on display at Gaydon and various unreleased before (in plastic RTR form) Porsche 935s. The Matra again will come under SRC's close scrutiny with different front and rear bodywork, spoilers and air box details and even two different types of gearbox casing! Towards the end of the year collectors of Porsche race cars will welcome the introduction of the 908 coupes and again this will be the first time they have been modelled in 1/32 RTR plastic form. It was a 908 Coupe that famously chased Jackie Ickx in his Gulf GT40 at the 1969 Le Mans, giving the race it's closest finish with the Porsche just yards behind the winning Ford after 24 hours of racing!

SRC are it appears carving themselves out as a nice niche product in what is a sea of uncertainty in the current slot car market place and I for one are really looking forward to what they do next, so to finish I would like to thank Terry Smith of Gaugemaster for the news and photographs as well as providing the review car for the Club, any taker?" ■

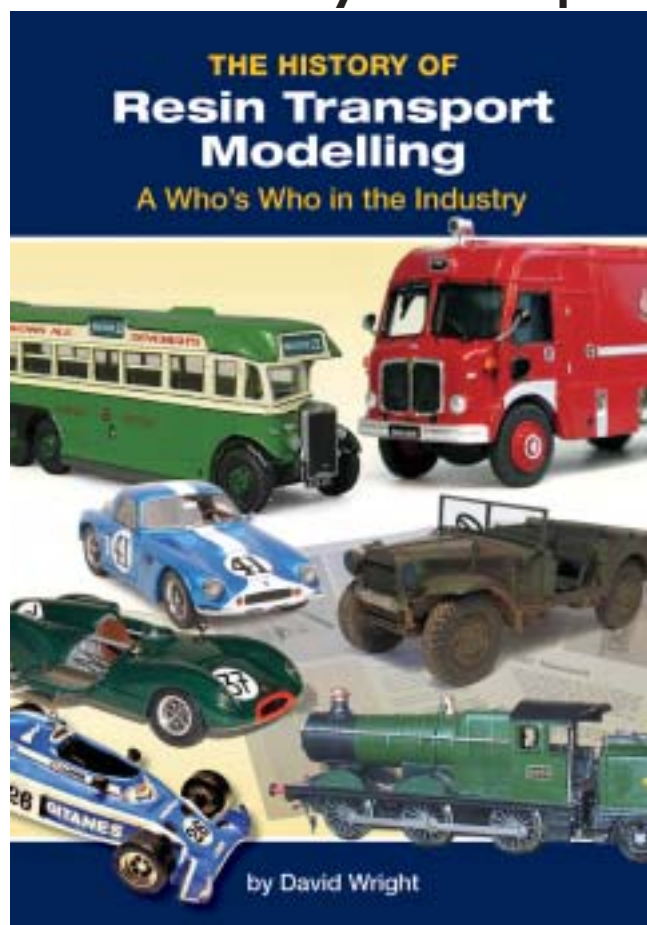
The History of Resin Transport Modelling - A Who's Who in the Industry by David Wright

A Review By Peter Simpson

Every month I open the Journal, turn to “Messages” and am horrified by the number of grammatical, punctuation and typographical errors that slipped through the checking regime. Thankfully, I do receive positive feedback pointing out the errors so the obvious ones can be avoided in future months. It is of far greater benefit to all concerned if criticism is provided: being constructive serves to improve the output. Having said that, if errors are not highlighted, we’d all regress to the lowest common denominator; with no-one prepared to rise above the parapet to share their knowledge and passion the world would be a sadder place. The adage that one shouldn’t criticise if one can’t do better is nonsense – I can’t produce accurate joints in wood, but I can certainly recognise craftsmanship and feel obliged not to waste platitudes on poor workmanship.

This book is a work of distilled enthusiasm by one man: research, compilation of evidence, narrative, technical information and advice all collated into a self-published work. Ignore the inconsequential typographical and printing errors as they don’t spoil the pleasure of the matter presented: put any minor distractions to one side and absorb and enjoy the content.

I’m sure a lot of us, given a book rich with superb photographs, skip the introduction and the “read me” section and dive straight in, sampling any section that happens to catch the eye. With this book, that won’t work. The slight confusion caused by the book’s title should serve as a warning: “The History of...” and “A Who’s Who in the Industry”. The subject is sufficiently convoluted to render a linear narrative nigh on



impossible so avoid the temptation to skip chapters and stick with the discourse as presented: it all fits together admirably once the direction is understood. The book provides several different insights into resin modelling: its chronology, its subject driven modelling and, at its core, the characters that have spent lifetimes providing us with a rich source of models from which to draw when time and funds permit. David has tried to convey both the development of resin modelling and a detailed listing of those that have driven, and in turn been motivated by, this technology: his key focus is on the people responsible for the production of resin models, along with their



pattern makers although, in this specialised community, these are often the same person. In this he has succeeded admirably, including an appendix listing a timeline of resin model development and an index of each chapter by modeller: a further alphabetical index of modellers, then another by company could be argued as being beneficial but then someone would have complained it was outweighing the content! No, it's more fun to read the book through and make notes as one proceeds.

Once the first chapters have been absorbed, and the concept understood, it is then possible to explore specific eras or craftsmen, focussing on personal interest. Although the book covers all forms of transport, cars are by far the greater part of the content with a whole chapter being devoted to slot cars. Indeed, there are plenty of 1/32nd models, previously unknown to me, which would serve as ideal slot car conversions. Exponents of trains, commercial and military vehicles may be disappointed by the relative lack of content, but there's still plenty of material to inspire.

As I alluded to earlier, the photographs are excellent, both in selection and quality, and provide an excellent selection of mouth watering models. Many have been supplied by the companies listed so are representative of their



best products, often beautifully displayed: David also provides images of the workshops of these craftsmen – I'm going to enlarge one so Karen can see just how relatively tidy my workbench is! The photo here was kindly provided to David by Chris Boyer showing the birth of those beautiful Proto Slot Kits.

Due to the relatively small production runs of the specialist kits, buying when they are first announced is even more important than with the mainstream manufacturers: throughout the book production runs are often quoted as being between 50 and 200 examples. Ever wondered why eBay prices can creep so high only a few months after a model has been announced?

It's very satisfying to search for some of our friends in the slot community and discover their previous achievements, even if they do chose to remain incognito: Mr. Highway32 indeed! One point of concern is the maturity of a lot of the protagonists – if new participants are not attracted into the hobby, ours may be the last generation to enjoy such a vast range of exceptional creations. This book may well provide a catalyst for readers to become involved in modelling and thence diverge into producing their own creations.

In summary, a worthwhile addition to any modeller or collector's library, just don't leave it too long: only 500 copies were been printed, with half already having been sold since February. Due to the special nature of the subject, it is unlikely that a second run will be produced. Having read this volume, I will certainly be exploring its sister companion "A History of White Metal Transport Modelling" and look forward to David's third release "British Sports Cars in Miniature" due late next year. If interested in obtaining a copy, go to the website: www.transportmodellingbooks.co.uk where it can be purchased painlessly using either Paypal or by cheque.

Many thanks to David Wright for supplying the NSCC with a copy for review as well as the images shown here; hopefully the book will inspire readers to further explore the subject by undertaking a build of their own and David will be rewarded with a few more book sales. ■

The UK Slot Car Festival 2013

By John Penfold

The 12th of May 2013, a date I had been looking forward to for some time, in fact almost a year, for the third UK Slot Car Festival to be held at the Heritage Motor Museum at Gaydon.

After the success of the last two events, Slot Car Promotions had again organised this year's event, for those of you that don't know Slot Car Promotions consist of Scale Models with Mark and Julie, Pendle Slot Racing with Sean Fothergill at the helm, Steve Cannon and finally Roger Barker, and whilst it was to be held at the same venue they had made a few changes to keep the event fresh and different from previous years. Some of the changes were perhaps not to every ones tastes, gone was the battle of the manufacturers, the swapmeet area had a few less stalls and was more spaced out and also there was no auction, but to me personally I think the changes actually improved the event overall and made the whole hobby of slot cars more appealing to the uninitiated, rather than it possibly appearing to be a bit of closed shop with a few fanatic racers!

Also present on the day was a superb car show which included a celebration of 40 years of the Austin Allegro among other things, so what more could you want from a day out when you also include the museum itself, which had some new exhibits and cars to see.

This year to fill the void left by the battle of the manufacturers, the organisers had arranged for as many manufacturers as possible, main

stream and also the smaller specialist ones to attend, in what could be described as a trade show. This consisted of the main room being filled with gazebos and display cabinets etc. for each manufacturer and also for some of the importers, such as Gaugemaster and A.B. Gee. This worked very well, many of the manufacturers, PSR, NSR, SRC, Flyslot, Racer Sideways, Carrera, Scaleauto and Ninco to name a few were present with most showing forthcoming new releases and a couple with some interesting prototypes and advanced prototypes.

In addition within the hall there was the drag strip, which I have previously seen and which every time I watch never fails to impress me!

In between these tents, there were a number of tracks most of which were for the Slot Rally GB stage, being run by Gareth Jex, again many of these tracks were an example of how you could model and scene a layout, this round was run as a one off event and any one could join and have a go at competing at competition level, a great idea to get people involved in the hobby as a whole.

Of course in the other areas of the event, there were many other tracks and displays, you had tracks by Slotfire demonstrating their wooden routed tracks, Oxigen, BSCRA, Scorpius Wireless with their wireless controlled tracks and of course Scalextric not only demonstrating their new wares, in particular



their new demolition derby set, which I must report is an absolute blast to have a go at, but also a large Scalextric Digital set demonstrating all the options available separately to expand the Scalextric Digital experience further with pit stops and fuel stops, pit lane speed limits and of course all controlled and displayed via computer rather than the tower with the current 6-car digital base. My description doesn't do justice to all the things that can be done with digital slot cars these days, something perhaps for a future article by some one? Finally there were some slot car clubs, such as Bearwood demonstrating their tracks and their own events to the public at large.

Moving on, there were demonstrations of their wares from Chase Cars, something I really enjoy, not only the building of the chassis and the car but the way they run! As well as a couple of rather nice chaps, who have formed Samsworld in Miniature and had an extremely nice landscaped track showing of their range of retro and modern buildings which could and indeed can be seen at race at real race tracks and are available pre-assembled or in kit form. I hope to see more of them in the future, either through the Journal as an advert with website details or possibly at a swapmeet?

You had Martin De 'Ath with his collection of various conversions of cars into running slot cars and also some of his very intricate detailing, such as full engine details and lifting bonnets on slot cars!

One often over looked area, is the world of HO slot cars and indeed racing, again this was very well represented this year, with one room full of all things HO based and being run by EAHORC. They had again a particularly impressive track and there was some trade

stands selling HO items, something which I must admit I do not see often at swapmeet events in great quantity. It really does amaze me the speed these cars achieve and how the people who race them can follow them a) because they are so fast and b) the size of them at a distance, perhaps I need to go to Specsavers?

One point to note, is that all the tracks mentioned could be pretty much used by any one, and that was the point of this show, to get the public involved and thus promote the slot car hobby as a whole, something which seemed to be working given the number of people there on the day and having a go themselves.

So moving adjacent to the HO room, and here we had of course the NSCC and the SLN, with their trader tables, selling a number of previously released club cars and in the case of the SLN launching their latest club car, the orange version of the Caterham which I dutifully purchased for my collection!

In addition the NSCC had two tracks running; all, manned by the Committee and those few who volunteered to assist on the day, and were thus rewarded later by being able to purchase the very special event Ninco Jaguar. The two tracks were a mix of old and new, with one being the Scalextric digital track utilising the current six car power base, whilst the other was a mix of the classic track with many of the special pieces available back in the '70s and early '80s including the loop the loop, chicane pieces, rumble strips and cross overs to name a few.

Both tracks were busy all day and it would appear were enjoyed thoroughly by those that took part and had a go!

In addition to the tracks, another new ➡➡



idea thought up by the organisers, and I believe I am correct in saying more Mark and Julie Scales than anyone else was “NSCC Live”. This involved members of the Committee interviewing some key people in the slot car world. These interviews could also then be recorded and the transcript used for subsequent articles in the Journal. So we had Maurizio of Slot.it, Stan Harnay of Ninco, Terry Smith of Gaugemaster, Giovanni from NSR and finally Graham Moore of Drayson Racing Technologies who despite not strictly being slot car related had kindly agreed to attend and do a short presentation on the new all electric Lola racing car and answer a few questions from us and the audience as part of his role as “deputy” Patron of the NSCC. In addition Graham also signed members’ Lola cars, cards etc. as they wished in his capacity as the team’s Chief Engineer, a nice touch to an already rare car.

The interviews themselves only lasted for a maximum of ten minutes and all who took part, in particular the interviewers enjoyed the experience, despite some of the photographs suggesting otherwise! In addition we also made some new contacts, and I believe may have possibly arranged a further very limited Club car for the future with Slot.it and Drayson Racing Technologies.

So finally then on to the swapmeet area, this has been changed further this year, firstly some of the trade stands had actually been dotted around the other rooms, but generally in this area there were slightly fewer traders in order to provide more space between the tables for the public, as on previous years this area was very busy and at times it was almost impossible to move around and view the many items for sale.



Overall this appeared to have worked, as whilst I didn’t really have much time to browse this year you could at least move and see the tables when I visited the area on a couple of occasions and despite not really looking at all the nice shiny slot cars I was still parted from some of my money by a trader or two!

The usual traders were all present in force and I understand generally had a good day, with tables there from Scale Models, Pendle Slot Racing, Typhoon Slots and Models, Slot Track Scenics, Steve Langford, Roger Barker, Steve Cannon and of course Bob Bott among others. There were some nice bargains to be had (so I was told!) if you had a good look around.

So after a very hectic and busy day, there was one or two final things to do, firstly Mark and Julie Scales and Sean Fothersgill of Pendles received a presentation from Hornby in recognition of their services to the slot car world, and in Sean’s case also as Scalextric retailer of the year for 2012. Whilst we, the NSCC presented Hornby a cheque for their chosen charity the Toy Trust relating to the auction last November at Ramsgate.

As the last of the public were leaving then it was time to pack up, after such a great event it was a shame it had to end, so in no time at all we had all the room cleared, the tracks packed away and were ready to go, but before we did, it was time to distribute the Limited Edition Ninco Jaguars to those helpers who gave up their time to assist the Club on the day, these cars of which there are only 100, were resplendent in a very topical Union flag livery with tampo printing of both the NSCC and Slot Car Festival 2013 wording, a very nice memento of the day to all that helped.

So to end, thank you to the organisers of the event, to those who interviewees who participated in ‘NSCC Live’, Andy Moreby for being told to wander around and take plenty of pictures and with no more instruction or direction did so! To all the members and Committee members who helped set up, dismantle and generally deal with the public and finally to Graham Moore and Drayson Racing Technologies, who gave up their time to assist and support the Club. ■

email: ebaywatch@nsc.co.uk

The computer gremlins have struck again and John sends his apologies, which explains the slight change of style again this month back to your previous correspondent.

Writing on the Bank Holiday weekend has given me a bit of extra time to scribble some thoughts down and to hunt out some listings as it has been very quiet I would say in terms of listings of interesting items. My impression is generally prices achieved have been weak as we head towards summer with possibly the hike in postage prices recently accelerating that trend. With it costing the best part of £7 to send a recorded parcel whether it is first class or special delivery, postage has become a significant factor in the cost of a boxed car, as size wise most boxed cars fall in to the medium parcel category now. Of course there was the Slot Car Festival during the month that may have directed spending from eBay and more on that angle later in the column.

I have noticed that when you review completed listings you do have the option now to choose only the sold listings which gets rid of all the fancy priced stuff and rubbish that few people buy, so one improvement on eBay for the better at last for research for this column – or maybe it's me never noticing this option before? (Completed listings went from around the 40,000 total to just over 30,000 sold on choosing that option on UK eBay level at time of writing.) Interestingly on talking to one or two regular sellers on eBay it seems many of the auction winners lately are coming from outside the UK, so if you are going to sell at the moment I would say be prepared to send abroad to achieve a better price for your cars.

SCF Sunday

I thought it would be an idea to see what had

happened to prices on “Slot Car Festival” (SCF) Sunday as I did see one poster on Slotforum eluding that there were some bargains around. Incidentally the Festival was a successful day again and thanks again to the organisers of this great event and everyone who attended to make it a success.

Looking at stats then from sold items listed in the UK slotcar category in the 24 hour period from 9.00am on that Sunday morning, just over £20K of items were sold from almost 1,000 listings. Prices ranged from 1p up to £1,420. There were nineteen listings topping at least the £100 mark in that period accounting for nearly a quarter of sales. The top price of £1,420 I spotted was for a yellow Scalextric French E4 Ferrari (271201344219) in very nice condition with only the faintest of brown marks if you looked closely. It came with original box and instructions. The same seller also had a very nice boxed Scalextric E5 Marshals car that made £640 (271201336587). The 1p bargain was a 2003 Scalextric new releases catalogue with the GT40s on the front. This usually attracts interest bidding wise, but not this time, even with the postage at a very reasonable 69p (140970541768). In comparison at the end of the month the Bank Holiday Sunday produced just under £19K of sales from 900 listings including £960 for a 1/24 blue mint boxed Scalextric Alfa Romeo (221232271022) that was ended early by a “newbie” seller as the item was allegedly sold. How much credence you can put on this sale is open to question though, as the photo used was from another seller of a used car, and the photo was removed at ending of the listing. So you could say if you exclude the very big prices above, prices were perhaps a bit softer on SCF Sunday as the same ⇒

amount of sales value in rough and ready terms was achieved at the end of the month from 10% fewer listings.

Figures/Buildings

Landscaping layouts seems popular at the moment and backing that was the interesting displays that were available to see at the SCF. This is maybe why figures are proving popular, particularly those that are a bit different. Top price for figures was for a set of Wrenn 1/52 figures still in the packet that made £110.07 on a Sunday morning (330922163090). The seller had sold a similar pack for £122 the previous month as well. Also from the same source was a “brand new” Wrenn track side pit and pit stand kit that made £122.07 (330922163442). A job lot of over 130 Scalextric more modern Hornby figures made £67 on SCF Sunday (161024869434) whereas £83.53 secured boxed Scalextric sets F300 F301 F304 x 2 and F305 on a Wednesday night. Though complete were not without problems with the boxes. One seller has been listing some very nicely detailed figures with the top price going to a seated MRRC commentator figure on a bench at £58 (in April actually 390573298454). £39 secured a 1/32 portaloo with a man caught short with his trousers down inside (390593015055) and the “Trackside beauty figure enjoying the sun!!!” made £38 (390593021000). Other single figures could be picked up for around the £10 mark so just like cars the right figure can make some very good money though a single bid of £4.99 was enough to snap up the female police officer with “arresting looks” from another seller. I will let you picture this look or check out 370814203380 if you must.

NSCC

This month saw the NSCC Slot.it Lola attracting good bidding but not as much as in previous months, with an example going for £82.01 on the Sunday night of the SCF. The unloved Chaparral from the NSCC weekend a couple of years ago went unsold at £285 as did the NSCC Alfa Romeo that is still trying to find a new home at £475. The 2012 weekend car the McLaren MP4-12C did attract some bidding

and made £203. (230968169944) Someone was not willing to wait for the NSCC Jaguar XJ220 to turn up at a more reasonable price and paid the best price I have seen for a while of £39.99 with £7.50 p&p on a Saturday night (370813523589). Journals do not seem to attract much attention unless they are the very early ones that I might bid on it seems, and a collection of 140 from the past decade or so only made the opening starting price of £9.99 but p&p was £15 (190838551192).

Bond

One new bidder with zero feedback was clearly intent on getting a Scalextric Bond Mercedes in blue that had been made from a blue standard car. It looked very nice and came with a repro box, but was it £509 nice on a Saturday night (221228817234)? A proper black example without over turning spring made £271 a week earlier (290915174651). One seller may have been disappointed with only getting £148 for a hand made converted Bond Aston with working ejector seat and the Mercedes, though there was no clear picture of the Mercedes (151046575169). The real white Aston version in clean condition but only one photo to show it off and supposedly complete with original sunroof made £474 (290915181805) The first of the three modern Scalextric Limited Edition Bond cars, Goldfinger, seems to attract varying prices at the moment which was highlighted particularly well on the Bank Holiday Sunday at the end of the month with one example in the morning going for £182.85 (261217658154) and then ten hours later another made £79 (151046571029).

Pink Kar

Some interesting pre-production Pink Kar models have been appearing over the past month or so from one particular Spanish seller including Beetles, Bugattis, Healeys and Auto Unions which are worthy of a mention I feel. This month has seen prices a bit lower and dare I say fairly reasonable, with a top price of £112 for a white Bugatti with orange body accessories (390595696592) and £83.69 for a blue example with gun metal accessories (390599194666). A

grey metal Auto Union made £65.56 (390587907297), an entirely blue example £44 (390595681599) and a yellow with red nose £37 (390595689844). Healey wise a black and white Rally Slot Miniexpo Andorra 2003 example made £50 (390568988236), and a red and black example not marketed £46 (390595898761). A 2 colour blue Beetle made £37 (390595918219) whilst an all blue example £43 (390587720775)

Prices realised on UK eBay as listed unless otherwise stated.

Scalextric PT/65 Pit Lane Crossover classic Track 1960s Triang x 2 very rare £96.50 (Keen bidding on a Tuesday night 111071604565).

scalextric Australian issue club car Audi R8 £100 (Single bid of after a whole week of listing on Sunday night 130907354373).

Rare Michael Shield Rallycross Scalextric Slot Car Metro 6R4 - Hobby Made £198.45 (One off car in red fully decalced on Tuesday night 221226022889).

1/32 1960's VIP Ferrari Dino - very rare - not Airfix Super Shells etc £364 (Complete blue model on Sunday night 221226604500).

Rare French Scalextric 093211 Renault Alpine A310 Rallye + box & instructions £185 (Yellow example on SCF Sunday 271201331784. A blue example made £127.05 the same night).

MG VANQUISH GP4 LOTUS 72 Jochen Rindt (SCALEXTRIC COMPATIBLE) HIGHLY COLLECTABLE £139.70 (Sunday night 140979653318).

PIONEER SLOT CAR J-CODE SPECIAL CHEVY CAMARO SS396 STEALTH EDITION MATT BLACK £167 (1 of 10 models on Saturday night 400491559063).

Fly Porsche 911 S FOROSLOT Madrid 2008 (99116) - New and Extremely Rare £37.15 (Saturday night 130911642030).

Original 99% complete Vintage V3 Scalextric Set Ultra Rare Serious Collectors £155 (Cars needed some attention on Friday night 181140496493).

Scalextric. Mobile trailer four lane layout. £770 (Landscape layout enclosed in a trailer with a top that lifted up it was a possible bargain as it cost over £3,500 to build a couple of years ago. I did restrain myself from bidding that Monday

night but only just! 321123401707).

CIRCUIT SCALEXTRIC STOCK CAR CHALLENGE, BORNE ARCADE €2450 (Spanish eBay BIN price that went unsold. Collection only! Check out 261213282539 showing what looks like a magnificent 4 lane arcade machine with steering wheels to control the cars).

Scalextric Australian issue club car Audi R8 £100 (Single bid on Sunday night 130907354373).

Scalextric SLN Club Car 2013 Caterham Lotus 7 C3436 MB £105 (SCF Sunday night 370810104950).

NEW *SCALEXTRIC* CATERHAM 7 (TEAM TARAN) CAR C2345 £18.01 (Boxed example bargain? on SCF Sunday 350788188257).

Very Rare Scalextric C7 Mini Cooper car Type 5 Red with Black roof £77 (SCF Sunday 271201613170 and a white example £109 the same night).

SLOT CAR SCALEXTRIC C2510 FORD BOSS 302 MUSTANG 2003 RETAILER RANGE £195 (SCF Sunday afternoon 161021226646).

That's it from me this month but don't forget to send in any good items you spot to ebaywatch@nsc.co.uk. ■

