



No. 374 May 2013

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Track Tips 1,2 and 3

So finally the warmer weather is here and I can venture down the shed and get the track up and running again, it seems to have been such a long time since I actually spent time racing cars down the bottom of the garden.

The track prior to use needed a good clean and a bit of work to get it back up and running plus I decided I really should sort out the issue of power dropping down my back straight, the furthers point from the power base.

So here you go, some very simple track tips that you may or may not know!

Firstly, give the track a good vacuum, in my case this was to remove the various dead spiders, flies and woodlice that appeared to have accumulated over the last few months., also check all the joints, it is surprising how much plastic track moves as a result of different ambient temperatures and little fingers pulling it about.

Secondly, I stripped off the last year's application of Inox MX3 from the running rails with silver polish, some people use other materials but this appears to work without damaging the steel rail, it also brings the rails up nice and shiny again.

Thirdly, reapply the Inox MX3 on the running rails and also clean the plastic, I use Autoglym bumper/ plastic cleaner, purely because it was the only thing I could find in the garage, sometime I have used other car dashboard cleaners with similar results.

Now try the track with your favourite car, with some Inox MX3 applied to the braids and voila, hopefully a perfect run, although in my case not, due to the power issues, so I quickly had to remove a section of track and apply some power taps, something I had been putting off last year for what ever reason.

Now after this simple maintenance the track is up and running and the back straight is faster than ever, so my kids can happily run the cars off to the far corner at maximum speed and see who can hit the wall the hardest! Don't you just love them!

Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

I ended the April report with a comment that this month's instalment would be Fast and Furious: that's not to imply that I've adopted the cyber-punk writing style of William Gibson, simply that the latest film inspired offerings have been spotted.

Fast and Furious Cars



A couple of versions will be available of each of the two cars: Super Resistant and High Detail. The Chevrolet Camaro is based on an existing car, albeit not previously sold in Super Resistant format, whereas the Dodge Challenger is a new moulding.

Although both cars are from the series, they are taken from two different films. The Camaro appeared in the 4th film from the series, "Fast and Furious", whereas the Challenger was in the second film: "2 Fast 2 Furious".



The two SR versions will be available in the "Fast and Furious" race set, C1309, along with 532cm of track, a crossover and a flying leap.



To obtain the HD versions it will be necessary to purchase the Limited Edition two car set of the same name, C3373A. This pairing will have all the extras expected of High Detail models: super bright front lights, rear lights and detailed interior. A nice detail on the Camaro is correct wheels, different between front and rear.

All of the photographs shown here are of the sign-off samples, each of which had a few minor issues which will be rectified prior to production: nothing very serious, some almost too small to be visible in the photographs but it may prompt a question for the Christmas quiz.

The inspiration for the "F-Bomb" Camaro →



is a car which was built as a Hot Rod magazine feature car to demonstrate how to restore a near-junker, including the fitting of a Nelson Racing Engine. The donor was completely stripped to bare metal and had a cage fitted prior to the installation of a 406 twin turbo engine that is reputed to pump out 1,540 BHP and 1,527 lbf2 of torque. However, somewhat unsurprisingly, this actual car didn't appear in the film. Instead eight clones were constructed, none of which survived filming. In the film Vin Diesel drives the car through a series of tunnels in a pretty dramatic chase sequence, culminating in a very second hand Chevrolet. For those that have seen the film, the car really was capable of pulling a wheelie on the dirt surface: one key aspect of the film series has been to create the stunts on the set, avoiding any temptation to rely on CGI.

The second car in both sets is the Dodge



Challenger R/T as seen in 2F2F. The film's star, Brian O'Connor, and his sidekick, not content with their highly tuned Jap street racers, need an extra couple of fast machines. The obvious solution was to take a risk and race a couple of locals for pink-slips: the rewards being the orange Challenger and a Don Yenko prepared blue 427 Camaro S/C. Needless to say, after some trick driving, a few dirty moves and liberal use of nitrous oxide, they win and become the new owners of some ol'-skool American Muscle. Maybe we'll see the beautiful Camaro S/C released as a further F and F car next year?

Individual car numbers have been allocated to all four models so, in anticipation of a barrage of mails, here they are.

Race set cars:

SR Challenger – C3453W

SR Camaro - C3454W

Twin Pack cars:

HD Challenger – C3466AW

HD Camaro – C3467AW

Initial reviews of the sixth film due out soon, "Fast and Furious 6", was so positive that it has been announced that filming for the seventh episode is expected to commence in the summer of this year. It looks like Scalextric have tapped into a rich vein for new releases.

Mustang

A theme has developed for this month's new models with the subject segueing from American to Australian.





New for 2013 is this rather attractive 1969 Ford Boss 302 Mustang, C3424, as built by Richard Reventlow and Paul Pettey for the Trans Am series. The race number 45 is claimed to have been adopted as a sponsorship deal had been expected in association with Colt 45 Malt Liquor: alas, it never happened. It can still be seen today, fully restored by its current owner, Ken Adams, racing in the vintage Trans Am series.



Research suggests that the car was not actually a genuine 302 and that the current scheme, although not the original, is a return to the livery it carried for much of its career. All very confusing but the model is certainly very attractive, highly detailed but, being an older model, is not DPR.

Camaro

For lovers of British Saloon car racing, Scalextric have finally introduced a version of the Camaro to which we can relate.

Up until now, most examples of this great American muscle car have represented those raced in the 'States. But now a real British racer



has been released. Well, it was raced in the UK by a British team, but the driver was an Aussie: perfect for Scalextric as two continents' buyers are immediately empathetic. Back in 1973 when Frank Gardener demonstrated his skills in the British and European Saloon Car Championships he was competing against a plethora of BDA Escorts, Minis and Imps. The sight of Frank hustling this huge hulk of metal around the Outer London Crystal Palace circuit or the gentler country surrounding Brands Hatch still brings spine tingling memories: the Minis were the local heroes but nothing could top the earthmoving throb of American 'eavy metal.



To see these machines racing wheel to wheel around the tiny strips of British tarmac was a real thrill: one which can now be emulated on a home circuit. Never mind trying to fit the Nurburgring into the sitting room: a short, twisty circuit was where this almighty machine triumphed against the home grown racer. A⇒





digital format race between this Camaro and an Escort MK1 will revive those fantastic challenges of the early 1970s.

This model represents the car as it ran in the support race to the British GP on 14th July 1973 where it won a hollow victory after the rather nasty crash involving the Capri of Dave Matthews, the BDA Escort of Dave Brodie and the Mini of Gavin Booth. Frank Gardener then went on to win the championship by a mere six points over Peter Hanson's 1300 BDA Escort.

Scalextric's latest muscle car, C3361, accurately represents this 1973 British Saloon Car Championship winner. Memories could claim that the colour divides aren't quite correct or the shades aren't quite perfect but overall the car looks the part and will fit nicely into any collection of British saloon car racers. Being a High Detail car, it will be fitted with front and rear lights.

As with the F and F cars, the example I saw at Hornby was an early prototype. As I grew up drooling over this generation of saloon racers I was horrified to note the obvious errors - when did these ever race with bumpers and nice shiny grilles? Everyone knows that the chrome work was the first to be discarded if a car was to go faster. Fortunately, production was still a few months away so these simple discrepancies were quickly rectified. Thanks to Adrian for providing the additional photographs of the final version showing how the front details have

been modified for release. My photos therefore capture a unique version, never to be seen in the shops.

After several versions of Trans Am racers, maybe Scalextric will stick with the British Saloon Car heroes and release the previous year's example sometime soon: let's all join hands and wish for the 1972 Wiggins Teape Paperchase liveried car to be included in the 2014 range.

Holden



Having whetted the appetites of Australian collectors, Scalextric have produced another version of the Holden Torano, this time with a British link: the 1976 Bathurst entry of Moss and Brabham, C3304. That year was the 17th running of the race so it was quite appropriate that it carried number seventeen. Unfortunately this wasn't to be an ideal omen as the car retired after only 35 laps compared with the winner's 163.



This is the third of the 1976 Bathurst Toranas modelled by Scalextric, all of which are High Detail DPR models, and complements earlier releases: the race winning car driven by



Fitzpatrick/ Bob Morris, C3030, and the 3rd place car, C3214, of Peter Brock and Philip Brock.

RS200 Rallycross



This latest version of the Ford RS200, C3407, is already in the shops. I haven't previously reported it as it was away for official photography when I visited Margate back in February. By the time I photographed the prototype, the minor error had already been corrected: as it represents a Rallycross car, no passenger is fitted in the released version. This is the car driven by Trevor Hopkins at a round of the British Rallycross championship at



Lydden Hill in 1991. Trevor was a previous British Rallycross champion in 1985 in a BDG Fiesta. From the limited number of images available of the car in a clean condition the decals all look to be correctly positioned and represent the car very well. This is an obvious car to race against the Will Gollop Metro 6R4 as both are DPR and raced in the same season.

Start Rally Cars

These little gems, sold under the "Start" banner, shouldn't be overlooked: we raced them on Scalextric Classic track at the Ramsgate weekend two years ago and they all survived considerable use and abuse as there is very little to break off. The only changes with this latest two car pack, C3529, are to the base colour and the stickers. They are ideal for beginners: leave the magnets in until sufficient skill is achieved to be able to control the cars without regular crashes, and then enjoy a whole new experience without the artificial safety net of downforce.



Audi R8

Just to ensure that I retain a fair balance of car types, here's one for fans of modern circuit racing: a GT3 class Audi R8 LMS of Phoenix racing, C3386. This is the first of two race cars representing the team's entry in the February 2012 Bathurst 12 hour race. Driven to victory by Christer Jons, Christopher Mies and Darryl⇒⇒



O'Young it was Audi's second consecutive win. Both cars were decorated in schemes inspired by Australian wildlife: this one carries the often seen yellow traffic warning sign for Kangaroos. The other team car, which didn't do quite so well, will also be released later this year bearing an overall spider's web and its resident, the Redback.



Pit Stop Challenge Cars Update

Cars which are released in sets are not normally identified by "C" numbers, although these are still allocated for Scalextric's internal use. Just to complete the information on the three McLaren MP4-12C cars released in the Pit Stop

Challenge set, C1296, the reference numbers are: the red car is C3343DW, the silver car is C3344DW and the orange car is C3345DW.



F1 Cars for 2013

Those that browse the catalogue may have noticed that there is a dearth of F1 models announced for this year. Actually I overlooked this glaringly obvious aspect and was only prompted to question Adrian on the matter

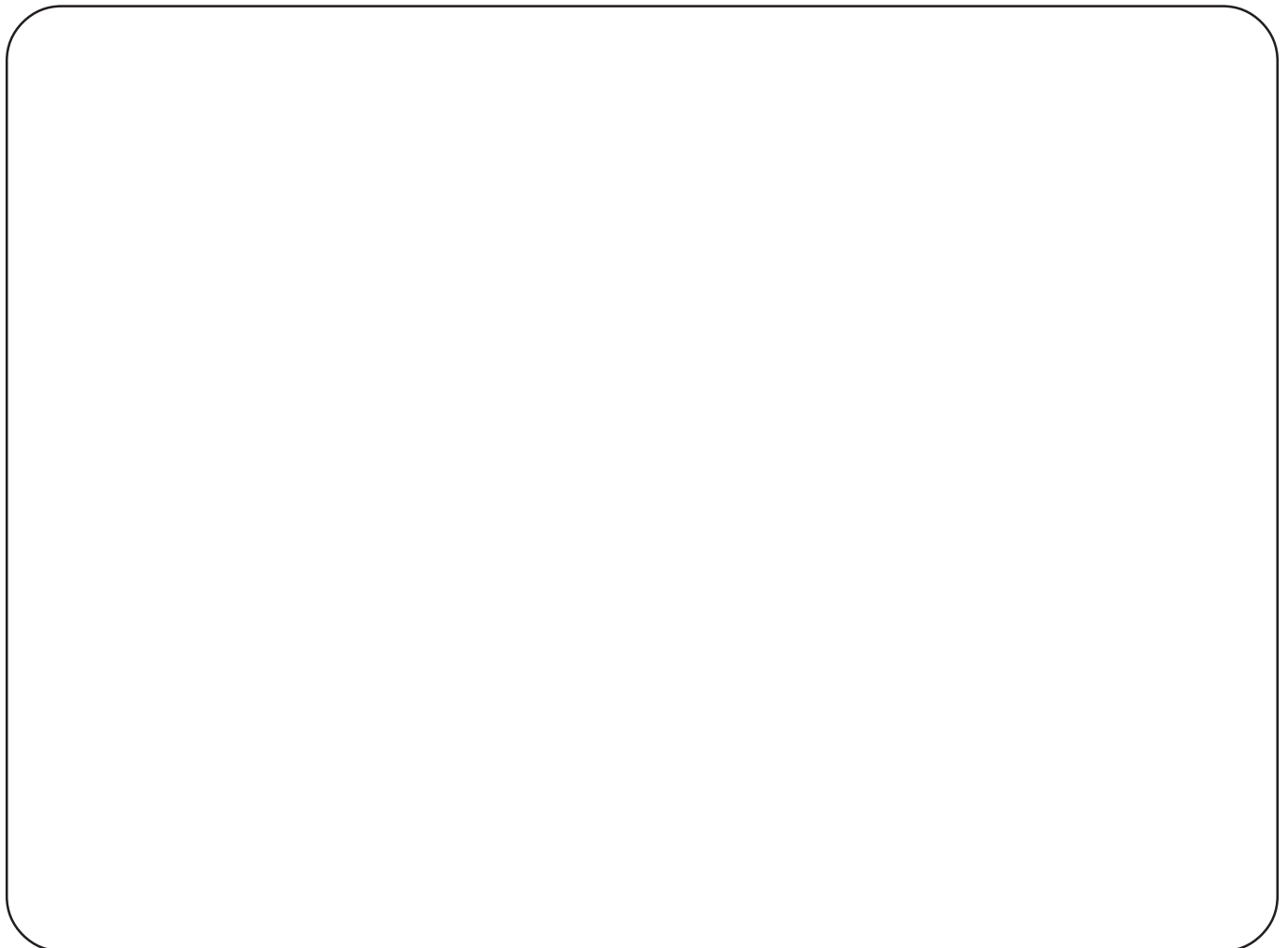
when I received a mail from an avid Club member, Craig Edwards. The simple reason is that as the F1 teams with whom Scalextric have licensing agreements have made only minor changes to their liveries it is felt that too many subtle variations on the Mercedes, McLaren or Lotus (we're not Renault, honest guv") would be subject to reasonable criticism. Of course, as Ostorero have observed, the cars all look the same anyway, so why not embark on a conversion of your own? Decals for all the teams are available from the usual sources: maybe I'll document just how easy it can be achieved in a future article.

Canterbury Cathedral

The link between Hornby and Canterbury Cathedral has been evident for the last few years with the display of models which had previously been archived in the vaults of the great building. When I visited last month the relationship was

again being developed. On this occasion a team lead by Nerys Pierce-Hughes, the Events and The Gathering Organiser for the diocese of Canterbury, were gaining an overview of Hornby's empire in preparation for "The Gathering". To be held on Saturday, June 1st it is organised by the Communities and Partnership framework at the Diocese of Canterbury and one of the prime objectives is to support the local communities in Kent, hence the link up with Hornby, who will be taking two specially designed Kent themed train display layouts and one Scalextric layout. So, if the thought of racing slot cars in the nave of this historic building appeals, get along to Canterbury Cathedral and don't forget to mention the NSCC. Full details are available at www.the-gathering.co.uk.

So, until next month's instalment, when I think we can expect news on even more American metal, enjoy the start of the summer, lets hope the good weather continues! ■



Well all things come to an end and after much soul searching I have decided to stand down as a regular contributor to the NSCC Journal. Increased hours at work and a realisation that I spend far too much money and time just for the sake of writing has largely led to my decision. I would like to thank Jeremy the Editor and his predecessor Brian for their support, and to all those who have provided both technical and financial assistance over the past several years of producing K 'n' B, In particular to Steve of Penelope Pitlane, Dave of AA Bodies, Colin at RS Slot Racing, Gareth at Chase Models, David Jones, Milan at MTR32, George at GT Models, Chris at Proto Slot, Paco at Maralic and David at Reinecke Motor Sports who have all shown kindness above and beyond the call of duty. To the one or two of you who have tried to talk me out of it I'm sorry but I need to spend more time away from slot related stuff and really the information you seek is out there, you just have to take the time to look, although of course if someone within the Club would like to continue with this regular column and continue to put all this information in one place please do get in touch with either Jeremy or myself sooner rather than later, and so without further ado on to this months K 'n' B.

First up is the David Jones bodied 1964/5 Honda RA272, this was one of the last of the 1.5 litre cars and finally became a winner in Mexico in the hands of Ritchie Ginther, however I have chosen to model mine on the Ronnie Bucknum car using the Penelope Pitlane slim line chassis and Scalextric FF motor. Following on in the Honda theme Steve at Penelope Pitlane should have his new 1966



Dave Jones 1964/5 Honda RA272

Honda RA273 3 litre kit available very soon possibly in time for Gaydon, numbers will be limited so order yours fast.

I have also finished my Ferrari 126C2s from Stryker models although not nearly as detailed as the GT Models version, these are very limited numbers cars and it is possible to do the double width rear wing version as used at Long Beach in 1982. The second Stryker release is the 1969 Piper GTR and again should be available around the time of Gaydon. I also know that



Stryker Ferrari 126C2s

Gareth Jex is working in conjunction with Stryker and Martin Field to produce a Toyota Corolla TE27.



GT Models Jaguar Mk VII

GT Models have a new version of the big Mark VII Jaguar this time the racing version rather than the Monte Carlo rally version and again numbers will be limited due to the life of the mould so get them fast if you want one, and George has just released the 1955 Lancia D50 in two more versions as the Ascari and Castellotti entries from the Monaco Grand Prix of that year.

Proto Slot has released their new Zerex DuPont Special as driven to huge success by



Proto Slot Bocar XP-5

Roger Penske, along with the Texas Spirit Bocar XP-5 and the AJ Foyt version of the Lotus 40. Chris has also announced his next project which will be the Aston Martin DB3 Coupe from Le Mans 1952. Staying in France GMC have announced a new Costin Nathan GT car as raced at Le Mans in 1968 and judging by the test shots these should be available quite soon. MMK have a new Ferrari 500 Testa Rosa as the #20 car from Le Mans 1956 and the Cunningham C5R as the #21 car from 1953. Finishing off the French connection we have the new Matra Espace F1 from Le Mans Miniatures now on sale, having been shown as a prototype around two years ago.

Moving to Spain we have a new VW Transporter in Vasek Polak team colours from ➡➡



GT Models Lancia D50s



MMK Ferrari 500 TR

Cursa Models, and a Citroen ZX Dakar 95 from specialist Luis Montalban – limited to just 100 units. From Maralic two versions of the Peugeot 306 as the #5 Victor Senra car from the 2011 Rally Baixas and the #4 Manuel Senra version from the Rally Noia in 2010, the Iveco Trakker Moscow City Racing – team DeRooy

version and to follow soon the Nissan Skyline CET of Luis Perez Sala in Repsol livery from the 92/93 Spanish championship.

Rounding out the kits we move to Italy where Osterero have just released their Ferrari 156/85 as the Rene Arnoux version, available in pre-painted or unpainted full kit version with their own exquisite chassis, wheels and tyres. Milan at MTR32 has been busy again producing another new car, this being Corvette DP as the #10 Wayne Taylor racing team version as featured in the 2013 Daytona 24 hours driven by Angelelli, Taylor and Hunter – Reay.

In other news the first pictures of the test shots of NSR's new Aston Martin Vantage GT3 have been released so production should be sometime this summer and Scale Auto have



Maralic Iveco Trakker



NSR Aston martin Vantage GT3 prototype

been busy with the 1/32nd Honda HSV-10 as the #8 Arta entry from the JGTC series, with the BMW Z4 GT3 in white kit and #56 Priaux, Mulle car from Dubai in 2011, while in 1/24th there is the Audi R8 LMS GT3 as the #80 Phoenix Racing version and the BMW M3 GT2 as the #55 Farfus, Muller, Werner entry from Le Mans 2011.



Scale Auto BMW Z4 GT3

Well that just about wraps it up from me again, thank you for reading my ramblings again this month and remember I am now on notice, so please do consider volunteering to take over this column, it would be shame to see it end. ■



Email: carreracorner@nsc.co.uk



Carrera is regarded as the leading slot car brand for F1 fans with exclusive worldwide licenses with Ferrari and Red Bull as well as a license with McLaren. There is exciting news for F1 fans that new Ferrari and Red Bull F1 models are now available.



These models represent the cars driven by Sebastian Vettel (1), Mark Webber (2), Fernando Alonso (5) and Felipe Massa (6).

The Hobby Company did a promotion with BBC's new F1 presenter, Suzi Perry in a photo shoot with Top Gear magazine for March to support their F1 season preview.



The other three cars detailed below are also 1:32 scale with lighting and brake light function and are due the end of May or early June; they are reliveries of models that have been previously released:

CA27426 Ferrari 458 Italia GT2 AF Corse 71 2012. Other versions of the Ferrari 458 are available from Carrera and previously covered here. This one is bright red and carries race number 71.

CA27433 Shelby Cobra 289 "Universal Memories." We have a preliminary image of a



rather fine looking Cobra finished in red and gold and carrying race number 4. The final colours are subject to change.



CA27432 Bill Thomas Cheetah 'Aluminium Car.' Another version of the car that we have covered in pervious articles, this time brightly finished in silver.

Whilst unfortunately, there have been a lack of reports recently, many more Carrera models are in the pipeline and due for release later this year. Thanks, as ever, to Pete Binger from the Hobby Company for his help in compiling this article. ■



Almost halfway through the year and finally a bit of sunshine! Don't you just love the British weather? Well, rain or shine, there is no excuse to have missed the UK's largest event on the slot calendar. The UK Slot Car Festival 2013 which took place on Sunday 12th May 2013 at the Heritage Motor Centre, Gaydon, Warwickshire. As this edition goes to press, final preparations are underway for this major event and once again, it is set to be a fantastic platform for all things "slot". One of the many attractions this year is a "Manufacturers' arena" and I am pleased to inform you that representatives from Ninco will be making the journey from Barcelona to the HMC in order to meet with you to discuss your views and experiences of Ninco products.

Single Special

The NSCC have joined forces with UK Slot Car Festival to produce a very Limited Edition of the "Union Jack" (50620) E-Type Jaguar with Club and event logos printed on the patriotic livery. The base will also feature a special commemorative print. These models are

strictly limited and only available to helpers on the day, so if you haven't volunteered you will have missed out on being the proud owner of a very collectable model.

Double Delight

Two new releases in the Ninco-1 range this month, both ideally suited for newcomers to the hobby or those who wish to take the step into digital racing. All Ninco-1 cars have ample room inside to add N-Digital Decoder Chips (40304) and their impact resistant design lends itself to being the ideal cars for learning the craft and honing entirely new skills for competitive digital racing. The first of these GT3 racers is based on the livery of the German automotive parts supplier "kfzteile24" (55085) who are the main sponsors of one of the Mercedes SLS entrants from the recent ADAC Masters series. I managed to take a snap of a similar car as it flashed past me whilst I was trackside during a practice session at Zandvoort last year.

It is joined by an equally fast Chevrolet Corvette Z06 in the red and white colours of "Whelen" (55086) Engineering. Company owner and race driver, Sonny Whelen, recently





hung up his race helmet to focus attention towards finding a cure for Parkinson's disease as a board member of the Michael J. Fox Foundation. Sonny raced on for six years after being diagnosed with the disease but his son, George, ensures the family name stays in racing with his entry into the US GT Championship series. Both Ninco-1 cars are fitted with NC-9 'Sparker' motors but have very different configurations of motor mount and gear ratios. The Mercedes has power fed to the wheels via

12-tooth-pinion/32-tooth-crown gear ratio from the motor in the angle-winder position whereas the Corvette adopts the more traditional in-line style of motor fitting and makes use of 9/27 gearing. As with all Ninco-1 models, the drive components are interchangeable for experimenting with different race setups or fine-tuning.

Triple Treat

The mainstay Ninco-S range expands with three superb re-liveried race cars. The powerful Ford Sierra Cosworth is first to the startline in the fresh white and green Panach' sponsored car driven by Frenchman, Didier Auriol, during the 32nd Rallye de France on the island of Corsica in 1988. This was the first time "Auriol" (50603) won the 'Tour de Corse' and he went on to win a further five becoming one of only two drivers to win a record six times on this circuit.

Taking its place beside the Sierra this month is a Lancia 037 in another refreshing livery of Spanish sparkling cider company "El Gaitero" (50618). This model is based on the number "0"





car driven by Bernardo Cardin during the 2007 Spanish Hill Climb Championship. The car was originally raced during the exciting but arguably dangerous years of Group B. Abarth had considerable input to the design of Lancia's "project 037" and it made its debut in the 1982 World Rally Championship. The following year brought success with the 037 securing the constructors title for Lancia. Fully equipped for



rally stages, the Ninco model is complete with all-round ProShock suspension, in-line NC-9 'Sparker' motor and replica 15" wheel rims.

Third place on the Ninco-S May-time grid is the awesome Audi R18 "Silverstone WEC" (50617) in 'Lightened' trim. I reviewed this model at the start of the year and it is without a doubt one of the fastest cars Ninco have ever produced. The in-line NC-12 motor gives out plenty of power and the chassis design which incorporates Ninco's independent motor mount gives superb balance making this a real pleasure to race competitively. Ninco replicate the number "2" car driven at the Silverstone round of the 2012 World Endurance Championship by Tom Kristensen and Allan McNish.

"Be seeing you"

I look forward to seeing many of you at the UK Slot Car Festival. ■

This month I have some personal news in as much as this may be my last edition of Forza Slot.It – hopefully the Editor can find someone willing to take over from me. I would like to express my thanks to Adrian at UK importers A.B. Gee Limited for his invaluable help in compiling the column over the past couple of years, however I feel my writing has become somewhat stale and it's time for me to put up my keyboard for a while.



CW12 Audi R18 TDi Le Mans Winner 2011

This month there are again three new releases from Slot.it. The first is the latest in the Limited Edition Le Mans Winners Series - reference CW12, the Audi R18TDi which won in 2011. Driven by Fassler/ Lotterer/ Treluyer this was the only surviving works entry with the two sister cars both being involved in huge collisions with other cars. In an exciting race against the Peugeot 908s the lead changed no less than thirty nine times with the winning Audi a mere 13.8 seconds ahead of the second placed Peugeot at the finish line – the closest finish since the famous Ickx win in 1969.

In all the body features eight different tampo printed colours including the rather stunning chrome effect around the top of the

cockpit area all making up the highly accurate livery and as ever featuring fine detailing with front winglets, vents, aerials, air ducts, mirrors, towing points, lights and the distinctive dorsal fin attaching to the back wing. There is one minor criticism on mine in as much as the line between the black of the fin and silver of the upper rear body is not as sharp as on most previous releases, which is surprising on a limited run car.



CW12 Audi R18 TDi Le Mans Winner 2011

The cockpit is well detailed with tampo printed dials on the predominantly black surfaced dashboard, with the full length driver figure who I believe is depicting Treluyer. The mechanicals use all the recent upgrades and the chassis employs a 1mm offset angle winder Flat 6 20.5 K motor and 11/28 angle winder gear set up as standard so it is quick right out of the box. Front hubs are plastic, with alloy rears with accurate silver inserts all round and Michelin tampo printing on the C1 compound tyres. The guide is the latest Slot.it long nosed type and the motor mount contains a rear magnet as standard for those who like them and a front magnet position for those who want to move it.

Dimensionally the length is 150mm, height 34mm, wheelbase 93mm, width 64mm with an overall weight of 79g. Performance wise I decided against risking my new collector's edition on the track preferring to wait instead for a standard version to try out. However as all the recent modern GT1 cars from Slot.it feature very similar set up, dimensions, weight, and running gear it really has got to the point where performance out of the box is virtually identical with enhanced speed coming through personal tune up options, with tyres on most club tracks being key.



CA23b Porsche 911 GT1 Evo 98 Test car 1998

The second new release is CA23b this is the Porsche 911 GT1 Evo 98 as driven by Bob Wollek at the Weissach test facility in February 1998. Resplendent in gold, black and white with the team's primary sponsors Warsteiner and Mobil this is a fabulous looking version, one which I personally prefer to the first release featuring the red, white and green colour scheme. Dimensions are as before at 147mm



CA23b Porsche 911 GT1 Evo 98 Test car 1998

long, 31mm high, it has an 81mm wheel base and 63mm wide all up weight is again 79g. Having already stated that the modern GT1 cars from Slot.it are pretty identical in performance out of the box I gave this one a run against the first version of the car at Wolverhampton and found lap times were virtually identical without any set up changes.

In a similar vein the third release is CA14c this being the #30 version of the Nissan 390 GT1 as driven by Nielsen/ LaGorce/ Wallace to fifth place overall at Le Mans in 1998, Dimensionally the Nissan is 147mm long, 32mm high; it has a 83mm wheelbase and is 65mm wide with a weight of 85g. The Nissan now features the latest chassis, guide and Flat 6 motor technology as featured in the other two new releases and while performance compared to similar new GT1 releases from Slot.it should be similar, the changes should make this new version quicker than the original in-line motor releases.



CA14c Nissan 390 GT1 Le Mans 1998 5th

In terms of tuning there are new CH5bz Bronze spherical axle bushings, which are self lubricating, CH60b angle winder Flat6 / Boxer motor mount for the Evo 6 Chassis and two pre-decorated in line body kits complete with chassis and guide these being CS24a the R18 TDi test car and CS22b Lola B10/60 rebellion racing. So if you want to run these two in an in-line form you now can.

That's it from me then, thank you once again to A.B. Gee Limited and to Slot.it for their support over the past couple of years and hopefully Forza will continue with a new scribe. ■

BEARWOOD SCALEXTRIC CLUB'S 2013 HEART OF ENGLAND RETRO F1 RACING SERIES

By Graham Pritchard

SUNDAY 14 APRIL 2013 – ROUNDS 1 and 2 – WOLVERHAMPTON SLOT CAR CLUB

Having set my alarm clock somewhat earlier than usual I arrived at the Wolverhampton Slot Car club premises to find several eager people already there practicing together with Malcolm and the other Wolves lads busily working in order to lay the foundations for the day's racing.

The advance entry list promised nineteen people but together with a couple of last minute entries the numbers actually rose to twenty two racers for the morning session on the International race track and to twenty three racers for the afternoon session on the smaller and more compact Aldersley race track.

Although Lewis Gough was conspicuous by his absence, it was very good to see the "usual suspects" entering again this year including Rob Wallader and Mark Wain together with the ex-junior, but now senior Wolves racers including Andy Bartle, Ashley Evans, Ryan Nightingale and Nick Wixon.

For this year we also said "hello" to some new entrants to the Championship such as Bearwood new members Mark Dawson, Nigel Pedley and Emma Humpage, North Staffs member Dave Phillipson, Wolves new member Mike Gunton together with a new contingent of racers from the Great Barr Club (Simon, Alex, Dale, Dan, Richard and Sophie) and also "Mr Dave" Homer (Balti Dave) who owns the Dudley Club.

For various reasons we seem to have been talking about this year's series for ages but without any racing actually being done what with one thing and another.

After having had two "false starts" what with the originally scheduled January date for Wolves having to be cancelled due to the weather and the previously scheduled North Staffs Scalextric Club round also being cancelled due to it being Easter Sunday then today was a VERY much anticipated event and on the day the sun shone (Ok, but not for very long!) and there was a definite "buzz" in the air as everyone gathered around the tracks to practice.

2012 Champion Andy Bartle had changed car again to a Tyrrell 008 whilst Steve Beach and James Noake had been doing serious work to their cars in order to make the chassis float/rock.

Would it all be worth it I wondered or would the "simple" approach that myself and several other racers had taken be the answer with the only work being undertaken being that of fitting a deeper wooden track Slot.it guide and a metal front axle tube?



Just before going under the bridge on the international track



But, should it all go wrong I had made sure that there were several spare cars for people to borrow should their own cars be running badly or break down on the day – and these came in very handy on several occasions so it was well worth doing that in the end.

(NB - These cars will also be available at all of the other rounds too so please don't despair if you struggle in the future plus I am also more than happy to set your cars up for you in between rounds if you can get them to me in time).

So, at 10.30am the day started on the International track with three minutes heats racing "distance" rather than "to the flag" so that everyone is effectively racing everyone else as your overall twelve minutes of racing "distances achieved" are then totalled up and the lowest four scorers then get the chance to race for a place in the next ladder final, so that in theory you could climb all the way up to the final and ultimately win the event if you were VERY lucky indeed. (Dave Homer was the only person to try this due to a broken wire in one race, and that's exactly the sort of situation where this method of racing comes in very handy – all was not lost)!

After some very good racing battles the top four racers on the International track ended up being Wolves racer and 2012 overall winner Andy Bartle together with fellow Wolves racers Ashley Evans and Rob Wallader and Bearwood's own club champion James Noake.

After three minutes and with barely a lap separating them all it was a turn up for the books that Ashley just managed to pip Andy to the top spot with James just over half a lap behind and just ahead of Rob.

WOLVERHAMPTON ROUND 1 (INTERNATIONAL TRACK) FINAL PLACINGS

Overall Placing	Heat Results	Car
1. Ashley Evans Brabham BT49	77.23	P a r m a l a t
2. Andy Bartle	78.12	Tyrrell 008
3. James Noake	76.39	JPS Lotus
4. Rob Wallader Renault RS01	73.44	Ferrari 312 /

Overall Placing	Heat Results	Car
5. Graham Pritchard Brabham BT49	72.51	P a r m a l a t
6. Ryan Nightingale	73.88	Renault RS01
7. Nick Wixon	71.80	JPS Lotus
8. Steve Beach	69.65	JPS Lotus
9. Owen Cooper	69.16	Renault RS01
10. Dave Homer	65.48	Tyrrell 008
11. Malcolm Scotto	67.83	JPS Lotus
12. Alex Young	67.99	Tyrrell 007
13. Dale Thursfield Saudi Williams	65.20	Ferrari 312 /
14. Dave Phillipson	64.31	Ferrari 312
15. Simon Young	61.50	Tyrrell 007
16. Nigel Pedley	59.33	JPS Lotus
17. Mark Wain	61.03	Renault RS01
18. Mark Dawson	59.40	Tyrrell 007
19. Mike Gunton Ligier	59.25	JPS Lotus /
20. Richard Woodward	56.62	JPS Lotus
21. Dan Waldron Brabham BT49	53.76	P a r m a l a t
22. Emma Humpage	47.57	Tyrrell 007

So, just like in the real world of F1, just because you closed last season out in front doesn't necessarily mean that you will pick up where you left off last season then it seems.

After a short break for lunch the afternoon session of qualifying heats kicked off but this time on the smaller Aldersley track which is a lot shorter and twistier than the International track and this therefore required a different type of throttle action, being somewhat more of a ➡➡



Boy are they concentrating!

short burst of power then a bend followed by another short burst of power followed by another bend and then the dreaded “s” bends that really test your nerve as to how fast you should take them – but the locals guys soon showed us how fast you could go and so there were not that many offs there as you might have expected to be honest.

By luck - or some other invisible force at work – and with two minute heats rather than three minute heats the same four racers made it through all of the qualifying heats to the overall final on this track as well – but the previously displaced local racers also made up some ground on this track thereby forcing some of the visitors down a place or two on the day, but look out guys, on the other track we are becoming a force to be reckoned with!

Anyway, after another well contested race the top four finished in a slightly different order this time with Andy beating Ashley to first place whilst Rob again had to settle for 4th place in favour of James who again came 3rd.

WOLVERHAMPTON ROUND 2 (ALDERSLEY TRACK) FINAL PLACINGS

Overall Placing	Heat Results	Car
1. Andy Bartle	63.64	Tyrrell 008
2. Ashley Evans	62.16	P a r m a l a t Brabham BT49
3. James Noake	61.10	JPS Lotus
4. Rob Wallader	58.23	Ferrari 312 / Renault RS01
5. Dale Thursfield	58.01	Ferrari 312 / Saudi Williams
6. Ryan Nightingale	58.41	Renault RS01
7. Steve Beach	56.47	JPS Lotus
8. Nick Wixon	57.59	JPS Lotus
9. Owen Cooper	53.71	Renault RS01
10. Graham Pritchard	54.34	P a r m a l a t Brabham BT49
11. Simon Young	53.85	Tyrrell 007
12. Dave Homer	49.52	Tyrrell 008
13. Alex Young	52.32	Tyrrell 007
14. Mark Dawson	50.74	Tyrrell 007
15. Dave Phillipson	51.90	Ferrari 312

Overall Placing	Heat Results	Car
16. Mark Wain	51.49	R e n a u l t RS01
17. Mike Gunton	47.37	JPS Lotus / Ligier
18. Nigel Pedley	49.01	JPS Lotus
19. Richard Woodward	46.80	JPS Lotus
20. Dan Waldron	44.36	P a r m a l a t Brabham BT49
21. Sophie Turner	41.23	Ferrari 312 / UOP Shadow
22. Emma Humpage	36.00	Tyrrell 007

(For the record, Malcolm Scotto – ever the gentleman – did not compete in the finals in Round 2 in order to make the numbers work better for the finals – but he achieved 49.96 in the heats with his JPS Lotus again).



The famous three winnersagain!

So, all in all a superb day's racing was had by all and with free drinks and snacks included in the entry fees then it was very good value too, but whilst today was the Wolves guys home venue, the next two rounds are at Dudley on Sunday June 23 and so whilst it is also a wooden track the actual proportions are somewhat different to the Wolves tracks as it is predominantly home to the BSCRA genre of much faster slot cars and the level of grip is different to what we are used to, so it should be a good leveller for all concerned as it was last year – it may not be designed for Scalextric type cars but they run perfectly well on there once you have done a few laps and set them up





Very nice scenery for a slot racing track, but who put those teddy bears in the churchyard?

properly - and, in order to help in this area, Dave Homer – the Dudley Club Owner – is currently running a weekly “Wednesday Night Open Night” for anyone interested in testing their F1 cars (and anything else that you fancy running) in preparation for their forthcoming round.

You don’t have to pre-book, you can just turn up on the night. The doors open at 7.00pm and close around 10.30pm.

The remaining rounds after that are scheduled for Sunday 1 September at Great Barr Slot Car Club and at Bearwood Scalextric Club on Sunday 29 September.

I would also like to mention at this point that having done a bit of research behind the scenes we are endeavouring to try to organise a visit to the North Staffs club as a bonus round of the 2013 Championship but we are not sure exactly



Another view of the church



There life in those old Scalextric cars yet!

when or if this round will ultimately materialise at the present moment due to a very busy racing calendar but once we have done some more research then we will let you all know more as and when we can.

All that remains for me to do now is to say a very big “thank you” to everyone who attended today’s racing and to Malcolm and the other Wolves guys for staging today’s racing and for doing all of the “behind the scenes” work like organising the trophies etc that someone has to do in order to make days like this happen and also to “Mr Dave” (Homer) and Mr Steve Beach for taking the photographs of the finalists etc. together with Rob Wallader for his very enjoyable race commentaries and observations on a certain person’s racing skills (or lack of!) throughout the day.

Without guys like this we would not have any racing clubs to go to nor would the day be anywhere near as enjoyable as it was – cheers guys!

I really hope you enjoyed today and I now look forward to seeing you all again at Dudley either on a Wednesday evening or on Sunday 23 June – but don’t forget that before then we have the marvellous Gaydon event on Sunday 12 May to look forward to where if all goes to plan then we will be demonstrating this F1 series to the visitors on our own mini race track – now that makes a change from selling Transit vans doesn’t it!

So, if you do go to Gaydon then please come along and say “hello”. If not, I hope to see you at Dudley. ■

NSCC SPRING TIME COMPETITION

By the Editor

So here we are in Spring, currently the sun is shining and the birds are singing, I have now had to get my lawn mower out twice this year already and of course we are being spoiled with the current crop of swapmeets and events, usual for this time of the year.

It was at the last one of these events being the Orpington swapmeet, that I met a certain Adrian Norman who was telling me about a forthcoming event in June to which he is looking to participate in and that he has arranged for a hospitality suite for a select number of people to attend, all for a very reasonable charge of course.

The event in question is of course the Mini Challenge he is competing in, being held at Brands Hatch on the weekend of the 22nd and 23rd June 2013.

The suite has a veranda at the Start Finish line which is a fantastic place to be to watch the action. There will be only 25 people per day so it won't be crowded and you will be treated like VIPs!

Coffee/tea/biscuits are included and the suite also has two large plasma screens for live feeds of the racing and lap timing. You can use the suite as your base and explore the rest of the circuit and pit lane (to be welcomed at the 'Team Scalextric' pit, of course!) at your leisure and always be assured that you can return to the suite at any time during the day.

The weekend of racing is part of the major Mini Festival at Brands Hatch where EVERYTHING Mini related will be on track and in the attractions and side shows around the circuit. It promises to be a really good weekend. More information on the general event at <http://www.mini-festival.co.uk/>.

Last year stunt driver Russ Swift used the Team Scalextric cars to swerve in and out of - but leaving only millimetres between his Mini and their Minis, which according to Adrian was as scary as some of the racing!

More information about the Mini Challenge can be found at <http://www.minichallenge.co.uk/>.

The Championship points table is here: <http://www.minichallenge.co.uk/standings>.

Now Adrian has very kindly offered the NSCC a pair of tickets for the Saturday racing (22nd June 2013) as little competition prize, so I will make the question very easy for you as follows:

Question: - One of last years cars as driven by Mortimer carried race number 15, and is being released this year by Scalextric, what is the 'C' number it has been allocated?

All entries should be sent to the Editor via post or email and one winner will be selected out of all correct entries at random. **All entries must be received by the 7th June 2013.■**





NSCC Audi R8 LMS C3233 Weekend Cars for Auction

The Club has a handful of the 2011 weekend cars remaining and has now decided to release to these any members who may wish to purchase them. You will get one of only seventy two cars and also a certificate and only one per member is available to purchase.

We have decided to offer these cars to members at a realistic minimum price, based on what one has sold for in auction at last years Ramsgate weekend plus an indicative price they would fetch on eBay for example. We have done this to dissuade members from purchasing one with the sole intention of selling it on via eBay or similar to the public at large.

Consequently we invite you to submit your bid for one of these cars as a sum in excess of £250 in the form of a maximum price you are prepared to pay. The cars will then be offered to the members of the Club (in order to complete their purchase) who have offered the highest amount above the minimum £250 price and those below until all the remaining cars are allocated.

Your offers can be made via post in the form of a sealed bid or via email (although obviously this will be visible to the recipient being the Editor).

So if you are interested please submit your bids to arrive at the Editor no later than 30th June 2013 via email or post, with your name, address and membership number.

Once all the bids have been considered we will notify the successful members and print a list of the winners in the Journal, but we will not include the offered prices.

Remember this is now the only way to secure one of these very limited cars with your name on the certificate. ■

Contributors Needed, for Kits n Bobs and Forza Slot.it

Some of you will have read this month that Phil Insull is to step down as a regular contributor to both of the above columns as soon as he can!

I would like to thank Phil for his sterling work over the years and in particular his devotion to the hobby. I will be very sad to see him hang up his pen as Phil has always been one of the most reliable writers for the Journal during my time as Editor and despite me trying to persuade him to stay he is adamant that he must bring his time of writing to an end.

So this leaves me a problem, in that I now need one, two or more volunteers to fill Phil's shoes and take over his articles on a regular basis.

I appreciate that Forza Slot.it is pretty straight forward and could continue as a bi monthly contribution it being based purely on one manufacturer so I would hope that someone with an interest in all things Slot.it could easily be found? Over to you folks.

Kits 'n' Bobs however is a bit different, Phil covered a very broad spectrum of all things kit, resin and specialised manufacture. So this in my opinion requires some devotion to the hobby to say the least and would require someone such as Phil. So is there anyone out there willing to take up the mantle?

As an alternative I will consider splitting Kits 'n' Bobs up into different manufacturers or areas of interest, so again if you have an interest in one particular specialist manufacturer and are prepared to give up some time for the Club please do get in touch with me. I will point out the obvious that if no one does offer to assist the we will lose two very good articles, so come on please put yourself forward to help, email me at or give me a ring. ■



C3281 McLaren MP4-12C GT3

By John Penfold

It has been a long time since I have written a review for the Journal, largely down to time constraints but this month I have managed to find a bit of time and also given that I received this month's review car from Adrian Norman via Peter Simpson, I thought I had better fulfil my promise sooner rather than later to get my pen out.

The car in question is C3281, the McLaren MP4-12C GT3 test car, resplendent in bright orange, the historic McLaren colour that most associate with this mark.



This particular car is marketed by Scalextric as Super Resistant, largely due to the fact it has the blacked out windows we have now come to expect, however you will see that the model has some rather fragile wing mirrors, aerial, windscreen wiper and also a rear spoiler that to me do not appear to be that super resistant, I guess only time will tell.

Also you will see on the crystal case, the symbols Scalextric use show a magnifying glass, an indication of a High Detail car and there is thus no symbol depicting Super Resistant, so is this a high bred or perhaps a small error by Scalextric on the symbols used? In addition it is worth mentioning the price for both this and



other supposedly Super Resistant cars, this one had a price label on it of £37.49, which is technically only a couple of quid less (RRP) to that of a High Detail version. In my opinion this pricing is too high for a car with blacked out windows and no driver or inside detail when compared to other manufacturers.

Moving on to the car itself then, well despite the lack of a clear windscreen and driver etc. Scalextric have managed to capture the real car very well, there are some noticeable difference such as the number 59 on the real car was also on the doors, so the MP4-12C logo was smaller and there is lack of tyre manufacturer on the tyre side walls but these are minor in my view.⇒⇒





The colour is very close and all the relevant parts on the original in black are recreated on the Scalextric version, the overall appearance is of a car that means business just like the real thing.

Dimensionally the car is 140mm long, 62mm wide and 35mm high. The overall weight is 80g.

The body is held to the chassis with four screws which when removed show internally the usual Scalextric motor, being a 18k Mabuchi in a side winder configuration with gearing of 10/

32. The car is of course DPR and has the quick change guide blade fitted, which again appears on my car to be bowed and prevents the car sitting in the track slot levelly, something that needs correcting to prevent unnecessary deslotting and which appears to be a constant problem on a lot of recent Scalextric cars.

There is of course the usual magnet located to the rear below the axle, this appears to have some considerable downforce, more than some of my other Scalextric cars, indeed it hampered the screwing back of the body as every time I dropped the rear body screws in the hole they promptly shot out and fixed to the underside of the magnet. It can be removed and relocated to an alternative position mid chassis in front of the motor or of course be removed entirely if that is your thing!

The gear meshing is very nice, and on my car these are very well lubricated, perhaps a bit too much? There is also a considerable amount of play on the rear axle, some 2 or 3mm, which if you are to race would need fixing but to many is not an issue for rug racing.

So time to take it on to the track, firstly I





fitted the digital chip and ran it straight out of the box with magnet fitted and no other alterations, this achieved consistent lap times of 13 seconds give or take a 1/10th of a second, which is pretty quick on my track.

Having removed the magnet the lap times increased by about 2 seconds, again pretty quick but this created a further problem in that on a couple of bends the car appeared to deslot for no reason and just go straight on, perhaps as a result of the guide and braid plate not sitting flat in the slot?

Once I tried the tyres the experiment was repeated, times didn't improve dramatically so I think it is fair to say the tyres on this particular car were pretty round to begin with.

Overall the car performed very well straight out of the box, with magnet in place it is truly a rocket on the track and with such a striking colour scheme is very pretty for such a basic livery all in all, to the rug racers and even collectors this is bound to appeal.

My only gripe then is the pricing of this car,

it is as I have already said been marketed as Super Resistant and would I pay nearly £38 for one? No not when you can get other high detailed cars for similar money. If memory serves me correctly when Scalextric first brought out these Super Resistant the price difference between the High Detail versions was considerably more, something you expected and accepted given the detailing differences, but this gap appears to have narrowed considerably recently and I for one think it is too small for the lack of windows and cockpit detail if nothing else. ■



email: ebaywatch@nsc.co.uk

Good day fellow members! After that last dump of snow we now have the start of spring. My garden has survived better than I thought it might and things are starting to sprout. In some respects the slot car auction market is attempting to do the same, as odd and rare items are starting to appear. A slow start, but I think it will gain momentum towards mid-summer. So, a bit of a mix this month, with different manufacturers being listed. First off, though, we will start with Scalextric.

Metal and tinplate

Vintage Mini Models Scalex Tinplate MG TF. Item was minus the windscreen, but, despite that it looked in reasonable condition. There's a possibility that it has been re-painted, from information supplied by the vendor. Also, it has not been tested. Three bids, sold at £26.66. I think a case of late bidding had taken place here and the model should have gone for more money (121085254935).

Scalextric Tinplate Ferrari 375 slot car with Gimble. Nice clean item, complete with one armed driver (strains of Archie Scott-Browne perhaps). Ten bids, sold for £54.89 (380619728088).

Scalextric General

Scalextric Collectable C131, March green, #10, very good+ condition. No box. BIN £28.00. Sold. This is the first of two items. I would have thought, not a great deal of money for this, as, a month or two back, they were starting to climb a ladder of sorts. It looks a bit sad and dull in the photograph, but I put that down to the photography (140943751170).

The second item is very different. Scalextric Car C129, March Ford 771, blue. This car is a used example and has the following listed: rear

wheel axle support complete, airbox complete (not glued), rear wing, complete (not glued, but slight damage, as it is bent on one side), engine, complete (not glued), roll bar, slightly damaged, cracked. Motor runs fine, tyres are worn and showing signs of cracks. One bid, sold for £24.49. The pictorial image of this item, in my view, shows what could be a mint condition model, but, in reality, there is a tidy amount of work to be done before it could be run on a track. Either way, the two items should have been worth more than what they were sold for (121088810765).

Scalextric green Cooper C58. Five bids, sold for £37.00. This item, like its stable mates, appears to have found its level of value for the present. This item was by no means mint, or so the photograph says, but was at least complete (261189568242).

Scalextric Alan Mann Racing Ford Escort and Ford Lotus Cortina Limited Edition boxed set. BIN £78.00. Sold. Not long ago, I saw one of these items on this auction site and bidding could not pull itself above £45.00, which was a shame, I thought. Confidence has been restored (221207047234).

Scalextric C62 Ferrari Shark Nose, green, excellent condition, ex set. BIN £37.95. Sold. If you are a regular reader of my column, you will probably know what I'm going to say next. The colour, green, yuk! Should be red! Seriously folks, nice item, nice condition, nice price, everyone should be happy (261192841671).

Collectable Scalextric C90 race-tuned Ferrari 156 Shark Nose. VG condition. BIN £65.00. Sold. Nice piece, in red, with racing stripes and no apparent damage, so, quality item, quality price, everybody happy (140948011079).

Collectable Scalextric C62 Ferrari 156

Shark Nose. VGC. BIN £36.99. Sold. Again, like the previous item, a very nice subject, looks as though it has hardly been played with. So, looking at the age of this item, it should have fetched more than this, certainly as much as the previous one, if not more (140948012481).

Scalextric Vintage C62 Ferrari 156 Shark Nose, yellow. For those who aren't aware, this car was driven in the 1962 Belgian Grand Prix by Willy Mairesse, who tragically collided with the number 2 Lotus 25 driven by Trevor Taylor. The Ferrari caught fire and both drivers suffered burns. Yellow is the national racing colour of Belgium. This example made £37 on auction with missing exhausts and outer box only (190820258302).

Scalextric C3311 Gold Leaf Team Lotus 49 Jim Clark, number 6. BNIB. Two listed. BIN/Best Offer £29.99 with free postage! 1 Sold for Best Offer price £28. Poor old Jimmy! What has he done to suffer this ignominy after the shining career he had, albeit alongside Graham for the last two years, both as competitors and then team mates (300877335337)?

Brand new boxed Graham Hill Lotus Type 49, green/yellow stripe Scalextric Car C3031. BIN £99.95. Sold. Good old Graham (160992024249)!

Scalextric C37 Spanish issue Formula 1 BRM, rare, excellent condition, appears un-run. BIN/Best Offer price £275.95. Sold at Best Offer price (261195112309).

Scalextric SCX Vintage 1/32nd scale Tyrrell P34. BIN/Best Offer £150.00. Sold at Best Offer price (251252140890).

Scalextric cars X 3. Ford Escort Mk 1s and a Mk 2. Used, good working order, slight cosmetic damage. Put up as a job lot. First is a Mk 2, number 4, and the others are Mk 1s, numbers 1 and 20. Both the Mk 1s have one windscreen wiper missing and the Mk 2 has the mirrors and aerial missing. Apart from the missing items the cars are all in very good condition. Both the Mk 1s are in the original boxes, but the Mk 2 is in a McLaren box. Twenty two bids, sold at £62.00. I am trying to decide who is the winner in this deal, my decision is the vendor (221206393481).

Collection of five Scalextric cars. Apparently the Jaguar and Porsche models are in need of a little TLC, but both motors are running. The Ford Taurus Nascar and the LM600 are both in working order, although the LM600 has a repair to the spoiler. Eleven bids, sold at £27.00. At £27.00 the buyer has to win. Limited amount of attrition, so, well done bidders (171017474546)!

Scalextric C2920 Ford Escort Mk 1 RS1600 Mexico, #1, "Uniflo". BIN £39.95. Sold. This item is new, mint and boxed. This Scalextric Escort is now long deleted, and should now regularly fetch quite a bit more than this amount, in my opinion (251253988549).

Scalextric Ford Escort Mk 1 RS2000 limited edition slot car C3027. Brand new, never been used. BIN £49.99. Sold. One bid. This is more like it, about the right price at last (161000749122).

Scalextric C3435 Caterham 7, Range Presentation 2013, mint and boxed. One bid, sold at £160.00. These little items keep popping up and passing through the system, another wonderful profit for the vendor you would think as this seller has sold five of these now! (330904463321).

Scalextric SCX Jaguar E-Type, #12, RAC Tourist Trophy, 1962 Goodwood. This item was made by Tecnitoys (SCX) for the former Altayer Collection, "Coches Miticos", only released in Spain. I'm afraid I had to include this in this month's trawl, as the picture was so great. For me, the original photograph captured the essence of the real car. This was until I saw the following two photographs of it. The second photograph, rear 3/4 view, had me a little concerned at something on the rear end. When I got to the third shot, i.e. the underside, it became clear. They had fixed the exhaust system, rear mufflers and pipes assembly to the right hand side of the boot floor instead of the centre. A closer look showed why; fixed in the centre of the boot floor, they would have fouled the rear body fixing screw. I wonder how many owners remove the screw and glue the exhaust system in its correct position? BIN £35.00. Sold (310628437373).

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Scalextric 1/24 scale Jaguar E-Type 24C/100. From 1968/1969. Item looks a little jaded in the photograph, but it is listed as having a nice body, no cracks, repro front bumper and right door handle and the front underpan is missing. BIN £259.00. One bid. Sold (300889234263).

Scalextric Auto Union Type C, colour white with red wheels. Car and box, plus three booster cables. This is a used item and apparently is showing signs of possible mis-use throughout its life, but who am I to pass judgement? Thirteen bids took it to £258.00 (390576947367).

Scalextric Seat/Fiat TC600 white upper body and underpan, Exin 68, boxed. Very rare car. Item looks slightly jaded in the photograph, with discolouration of the plastic. I have to say this, as this is how it looks in the photograph, but, thinking positive, I imagine that it must have been a popular car on the circuit. Seventeen bids, sold at £301.00. (261196603857).

Odds and Ends

Scalextric conversion Morris 1000 Woody Traveller. Superb. These can be a lot of fun, when not running competition cars on your circuit. Twelve bids saw this sell at £26.00. (111050228980).

Mercedes Grand Prix F1 Strombecker 1/32nd scale without box. Without box it may be, but this item looks pristine and as if it had never been played with. Sixteen bids, sold at £45.54. Very cheap, I think (321106284191).

Carrera Universal Porsche 914 1/32nd scale, with box. Near mint. I can't think of much to say about this, other than the box has severe damage to one side, i.e. a big hole in it. Twenty three bids saw it sell for £87.00 (321106282639).

SCX 62550 BRM Vintage F1 Graham Hill, mint and boxed, ltd ed, presentation. What can I say? Apart from the suspension radius arms on the rear, what a beaut! I have one which is a joy to behold. BIN £55.00. Sold. Worth every penny! (190824276412).

Monogram Vintage slot kit car Ferrari F1 hand built, never used, 60s/70s. Apparently, this item was obtained by the vendor from an elderly gentleman who built many of them and kept

them in a cabinet, so they had no use. Model has a brass chassis fitted and the label 'Monogram' is an assumption by the vendor. Twenty six bids saw it sell for £135.00. Looking at the photograph it should have gone for more, as the car is a model of the one John Surtees drove at Watkins Glen when he snatched victory away from Graham Hill driving a Lotus, and the car is in the livery of, (I think), the American racing colours of the day, white upper deck, black/dark blue lower side panels (261195086882).

Scalextric Vintage Formula Ferrari 312-B2. Cars X 2, #7 and #9, mint and boxed. How often do you come across this, a team collection, all in one hit? From what can be seen on the photograph, the cars do not look like they have been played with. Both are complete, with all wings present and correct, nice shiny Ferrari red bodywork, no missing wheels or headless drivers. Sixteen bids saw this item to sell at £46.00. In my opinion, cheap at half the price (181111317609).

Vintage 1960s VIP/Victory Industries MGA, in gold. This item is certainly very rare, not seen for sale in shops. Apparently it came along with a gold Austin Healey from the family of a worker at the Guildford factory back in the 1960s, and they were made for a trade fair back then and, according to the family, were the only ones made. The Austin Healey is due to go up for auction very shortly. The car is in used condition and shows it. Bodywork requires polish, windscreen has warped slightly, with a break at the base, car untested. No indication of number of bids or BIN price. Item sold for £1,250.00 (200911338563).

Lastly for the collector who has everything a pair of Scalextric mice or maybe rats as the seller wrote. One black black and one grey they looked to be done well though not an official product of course. Bidding only reached £21 (140953708820).

Well, that's it guys! Another month observing the evolution of the climate of this planet. What next I might ask? Better not to, I say. I might not like it. See ya next month, and if you see anything interesting please do send me an email! ■