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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

An Update and Some Appreciation

This month, I thought it may be appropriate that I should bring you a bit of an update regarding the redrafting of the Constitution and also some news concerning the contributors to the NSCC Journal, the people who give up considerable time and efforts to ensure you, the member has something to read each month and let's be honest without whom, there would be no Journal and possibly no Club?

Dealing with the Constitution first, the members assigned with dealing with the redrafting of this important item, are working hard on it, however, the initial timescale of six weeks, appears to have been slightly optimistic, as they have discovered it to be more involved than perhaps first thought and are also finding it hard to dedicate sufficient personal time to deal with Club business, something we on the Committee have pointed out for years!

They have gathered information and have asked various questions of the current Committee and are working on it, so I hope we may have more to report next month, rest assured as soon as I know more I will report to you direct.

Next, as you probably know, the contributors are the life blood of the Journal and each month there is a core of regular contributors (seven of them to be precise!), who give up their time for the Club.

We have discussed on numerous occasions rewarding these people for their efforts and devotion to the Club, clearly we cannot afford to pay them a true wage, nor indeed would we plan to do so, it being argued by some that this could be a misappropriation of Club funds, so what we as a Committee have agreed is to offer free annual membership for any regular contributor, who provides at least six articles in the year previously, thus providing a little "thank you" whilst not seriously affecting the profitability of the Club, which incidentally has improved as a result of savings made on printing and postage recently.

I hope you agree that a little appreciation is deserved and of course if you wish, you may join them and send in your articles on a monthly basis and become a "regular" as we say, it is up to you! Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

My advice to those anticipating accurate information would be to wait until October and check out the errors before reading this month's article. Please don't say you weren't warned! One of the obstacles to accurate and non-ambiguous reporting is that I often see cars which are not quite as they finally appear in the shops with another being that the catalogue is finalised and printed in the last quarter of the previous year. These two elements contrive to cause slight discrepancies between the sources of information. Add to that the on-line traders and forums that occasionally incorrectly specify some features and it will be understood that the only way to be absolutely sure of a model's final details are to find one and study it. Fortunately there are a couple of Swapmeet traders who graciously allow me to study the final releases so I can be sure of the differences: despite what Karen believes, I don't buy every new release!

So, with reference to the Audi Police cars recently reported in Messages, I need to confirm a couple of details. Both the "Law Enforcer" set car and the solo release, C3374, have front and rear lights in addition to the roof lights and siren; both cars have the same features although the set car should come with a digital chip installed.

The catalogue wording for C3374 stating that it has working head and tail lights is correct whereas the icons don't list these features. The only remaining aspect of confusion may be the box which is printed with the HD logo: it's

not quite that good, as it has black windows, but with all the other features included it's getting pretty close!



I've just received word that the Start set, "Battle of Hoth", C1300, has been cancelled.

This was to feature two snow speeders, prototypes of which I reported in January of this year. Always a disappointment when items are cancelled but, with the previous Star Wars set →





being sold at heavily discounted rates, maybe the concept hasn't proved sufficiently attractive to either slot car or sci-fi fans. For those that missed the earlier report, here's what might have been.

D-Type

The D-Type Jaguar which has recently been released is another car which differs in detail from the catalogue. Whilst it retains the same reference number, C3308, and is still the car raced by Mike Hawthorn and Desmond Titterton at Sebring in 1956 it now bears the correct race number, 8, of the Jaguar New York Distributors Inc. entry. It didn't have the most auspicious result as it retired with brake problems. Don't forget that this one is not DPR although it does feature front and rear lights.

Metro 6R4

The latest livery for the Metro 6R4, C3408, represents the car as it ran in the 1986 RAC Lombard Rally driven by Jimmy McRae, navigated by Ian Grindrod, and was the second Metro to finish. Whilst the rally was won by Timo Salonen in his Peugeot 205 T16 E2, 6R4s finished 6th, 7th, 8th, 9th and 17th with a further eight failing to finish: plenty of scope for future releases from just this one race! With the restrictions on cigarette advertising on toys, many could be forgiven for thinking that Scalextric have discreetly removed a certain tobacco company's name and replaced it with the word "Racing". In the case of this Metro the original livery has been correctly reproduced; it was the national motor sport authority that



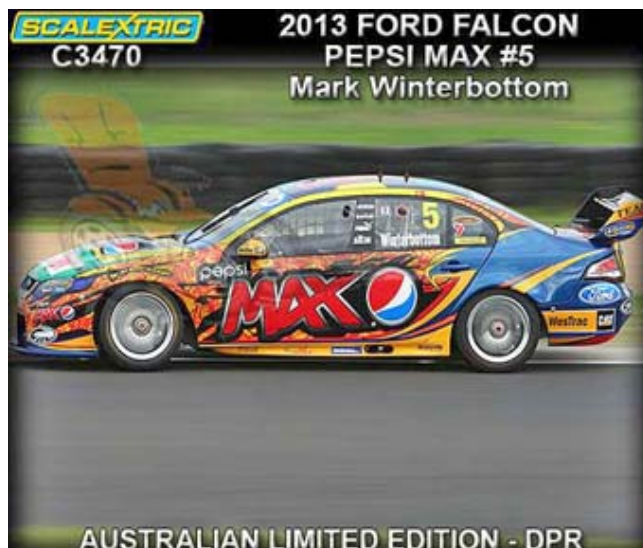


would not permit advertising for such health threatening commodities, thereby forcing the teams to avoid the issue when running in certain countries. The only discrepancy I spotted between the model and web photographs is the placement of the front number plate which is placed on the bonnet of the model but on the lower front spoiler on the actual car. Whilst researching this model I discovered a website that I can highly recommend: www.juwra.com presents a wealth of rally data conveniently indexed by country, rally, year, driver, co-driver and team from 1973 to the latest event.

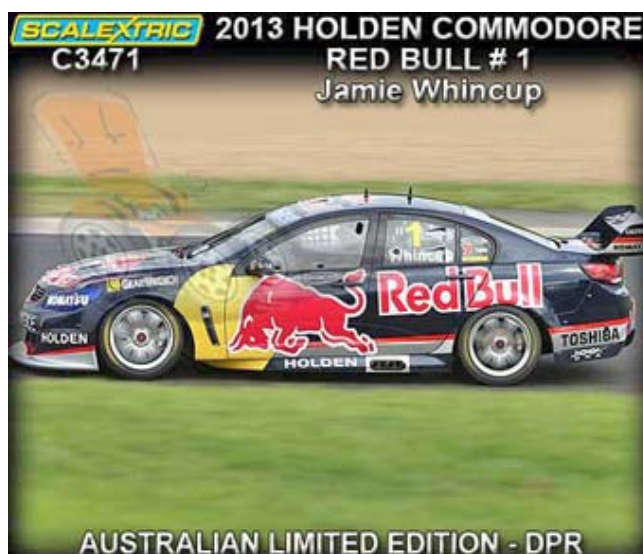


Australian V8 Supercars

Those who watch the Australian Scalextric traders may have already observed the two cars that are planned for 2013 to capture another couple of the Australian V8 racers. These will appear as the Pepsi Max Ford Falcon FG of Mark Winterbottom, C3470, and the Red Bull Racing Holden VF of Jamie Whincup as C3471. Fans of the V8s will be aware that from this year the COTF (Car Of The Future) has been introduced, standardising on a new chassis design but still mandating a V8, with entry



extended to allow other marques to enter the championship: Nissan's Altima and Mercedes' E63 AMG have joined for 2013. Alas, this has now been upset by Ford's recent announcement to cease all manufacturing in Australia and hence the demise of the Falcon from the end of this year. It's a shame that it will be the Ford that will be discontinued as this is by far the better of the two Scalextric models as it was revised last year to sit very much lower than the Holden. Maybe we'll see the Nissan or Mercedes released as a future competitor to restore a varied grid. Many thanks to Armchair Racer (www.armchairracer.com.au) for use of these images.

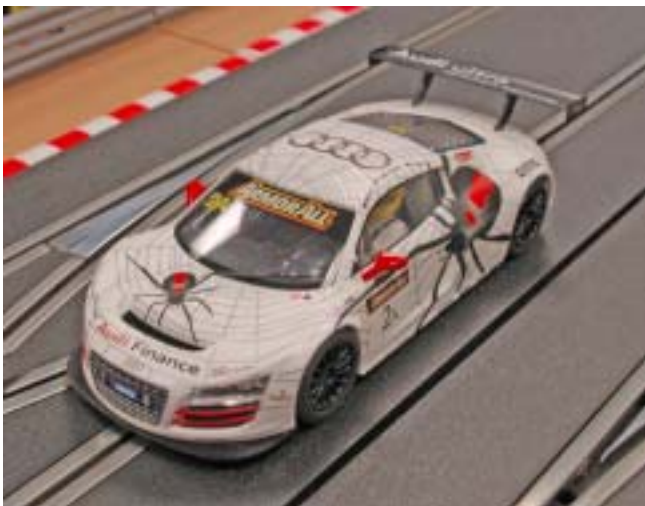


Audi R8

The last Audi R8 GT3 for 2013, C3378, will be the redback spider decorated car of Phoenix racing to match the earlier kangaroo version, ➡➡



C3386, as run in the February 2012 Armor All Bathurst 12 hour race. Unfortunately this car, driven by Australians Craig Lowndes, Warren Luff and Mark Eddy, only managed to complete 156 laps compared to its team mate's winning 270. The printing of the Super Resistant car is as sharp as we've come to expect but, unlike some versions of the R8, it is not fitted with front and rear lights although it will accept the digital plug.



Lightning McQueen

A rather special version of the "Cars" hero has been produced with the previous livery but on a chromed body. This version will only be



available through Hornby concessions and the Visitor Centre shop. As a celebration of his victory, it is easy to believe that Lightning was treated to a rather special finish – but, like the "real thing", it's just another fantasy livery.



Dodge Daytona

Apologies to those who have been anxiously waiting for information on this new model, but with so many prototypes being available for me to photograph at Margate, I simply ran out of my monthly page allocation. I also had great difficulty getting the colour correct on the first attempt so had to wait until I returned to Margate a few weeks later to try taking some more photographs in natural light: even then I had to correct the colour balance before I felt it was correct. Believe me; the actual model looks to be spot-on. This new Daytona Charger has





recreated the 1969 generation which was designed to overcome the high speed failings of the 500. The Scalextric version has been fashioned in much the same way as the real thing, by retaining much of the base model but adding a few special parts. In this way C3423 can be manufactured to be reasonably accurate without having to invest too much in dedicated tooling. The main changes are the rear window, which has been remodelled to represent the flush glazing of the race car, the rear wing and the extended nose. The model looks very impressive, the additional parts making it even larger than other Dodge Chargers. The subject for this new moulding is the #71 K.K. Insurance sponsored entry of Bobby Isaac as raced to a championship victory in the 1970 season. Although he may not be a household name in the UK, he still holds the NASCAR record for the most pole positions set in a single season, with 20 in 1969, and his 201.104 mph lap at Talladega set in 1970 remained the fastest until 1985.

This is doubtless only the first example of

this iconic racer: with plenty more liveries to choose from, a suitable competitor from the “Aero Wars” era must surely be produced next year. Even if they don’t, then how about replicating the metallic red beauty from Fast and Furious 6? OK, the nose will have to be shortened as the film car wasn’t created from a genuine Daytona, but a new set of wheels and a serious drop in ride height can’t take too much work.



Maserati 250F

We all know that the majority of Italian cars are red so this model, C3403, of a 2.5 litre





Maserati 250F entered by Scuderia Centro Sud, in the internationally recognised national colours of Sweden, is a welcome addition to the stable. It represents the car driven by Joakim (Jo) Bonnier in the 1957 non-championship Grand Prix race at Pescara Italy. Unfortunately he retired after 7 laps due to overheating: not quite as bad as it sounds as the total race distance, completed by Stirling Moss's winning Vanwall, was only 18 laps each being 25½ km (that's 16 miles for pre-catalogue 12 fans).

Unfortunately, being an older model, it is not DPR.

Mini

How about two Swedish cars in the same month? The reference number for this BMW

MINI Countryman WRC is a minor detail that seems to be flexible. It was presented in the catalogue as C3401 but subsequently stated as C3405 in the short-form mini catalogue: the Scalextric website shows it as C3401 so that's what I'm sticking with. It represents the car entered in the Swedish Rally in February 2012 driven by Patrik Sandell and co-driven by Staffan Parmander. The Swedish pairing finished 8th in the sole Mini entered. This being Sandell's only points scoring round meant that he finished in 27th place overall at the end of the year. The model should be a High Detail release with tail lights, Xenon-effect headlights, have a full interior and be DPR. An apparent error is





the name of the co-driver on the side windows: M. Andersson. It isn't Mattias Andersson as he hasn't rallied in WRC since 2007 when he navigated for Jimmy Jøge in a Peugeot 207. No, it refers to Sweden's next promising co-driver: Maria. She replaced Steffan after the Swedish Rally so the model could be viewed as having been produced as a publicity shot prior to the next outing in the Portuguese Rally in March 2012 as the Mexican Rally wasn't contested by the team. As part of the licensing deal, Scalextric were requested to display her name instead of Staffan.

Scalextric Club



Although membership applications had still not opened at the time of writing, the exclusive cars have been announced. Taken directly from the Scalextric website, here are the details. Visit www.scalextric.com/shop and follow the Scalextric Club Exclusives link for full details and more images.

C3427: Lotus Evora GT4 of Team Scuderia Giudici's entry which achieved 1st place in the 2011 GT4 race at Zandvoort, as driven by Stefano D'Aste. After a brief battle for the lead, D'Aste created a gap and cruised home with a slow puncture. Verheul kept his Aston Martin Vantage in 2nd place and Peter van der Kolk in his Corvette C6 came in third.

C3426: Ford Escort MK2. The squarer-



styled MK2 version appeared in January 1975. Unlike the first Escort developed in Britain, the second generation was developed jointly between the UK and Ford of Germany. Codenamed "Brenda", it used the same mechanical components as the MK1. As with its predecessor, the MK2 had a successful rallying career; the works rally cars were highly specialised machines.



C3428: Adrian's MINI. Team Scalextric was formed in 2012 by Adrian Norman and Patrick Mortimer and competed in the UK national MINI Challenge series. This is Adrian's 2012 car, pictures of which were in the July Journal alongside the Mini of Patrick.

Hopefully, on-line application will be open so now would be a good time to log on, register and search out a few Limited Edition releases, then relax with the rest of the Journal and make the most of what is left of summer. ■



Email: carreracorner@nsc.co.uk



This month's Carrera Corner is short and sweet, but you can see there is a Germanic flavour to the new releases from Carrera for September as can be seen below where we have details of the four cars and their product codes plus pictures of the models and the real cars. Expect to pay around £30.00 or less, for each model. These are all Digital 1:32 scale cars with working lights and brake lights.



CA27438 is the Audi A5 DTM in the distinctive Red Bull colours from 2012, number 3, as driven by the Swede Mattias Ekström. ➡



CA27429 is the Porsche GT3 RSR "Team Falken" from 2010, number 17, as driven by Porsche works drivers Wolf Henzler and American, Bryan Sellers.





CA27440 is the AMG Mercedes C Class-Coupe DTM, number 5, as driven by Jamie Green, from Leicester.



CA27442 is the BMW M3 Team RMG DTM from 2012, number 1, as driven by the German Martin.Tomczyk.

Thanks, once again, to Pete Binger from the Hobby Company (www.hobbyco.net) for his help in compiling this article. ■



This has to be the ultimate working trackside accessory for Ferrari race and sports car collectors, imminently about to be released by Racer, being the Bartoletti Fiat 642 Transporter.

The real life trucks entered service at Maranello in 1957 and were used by the Scuderia to transport their valuable race cars to and from the race tracks of Europe and their factory. The transporters were based on a Fiat 642 RN2 bus chassis powered by a 92 hp 6-cylinder in-line engine, and the conversion was completed by the coach builder Bartoletti. The design was capable of transporting three race cars at a time and provided a drop-in centre with a recreation room for the crew, serving as the team headquarters at the race track. The

transporters also carried all the tools and spare parts needed for repairs and were equipped with a little workshop, and even a sleeping berth for its driver.

It is not sure exactly when the last of these trucks were retired but one is believed to have still been seen as late as 1970 which of course meant it would have carried many different Ferrari F1 and Sports car types in its life-span.

The model by Italian craftsmen Racer, is a hand built working 1/32 scale resin model of this iconic piece of Ferrari support equipment and will be welcomed by Ferrari collectors worldwide. The one off production run is limited to just 250 pieces, which means it will be well sort after, even with its projected price tag!

Gaugemaster have said that its dealers→





have taken pre-orders for most of the allocation of what is coming to the UK but at the time of writing there were still a few available to order.

Here are a few teaser photographs here of the first production sample, with the model being launched at the 2013 Slotlandia event in Milan on the 27th – 29th September.

It is hoped that it will also be available from your favourite slot supplier from those dates. Unfortunately it doesn't come with the three

beautiful P4 Ferrari's seen in one of the pictures as these resin models, also from Racer retail at £200 each!

The transporter itself will be going on sale at the end of September with an RRP of £425. Now where do I send my cheque.....?

Many thanks to Terry of Gaugemaster for the information for this article. ■



Hi everyone, I hope you are all enjoying summer with your favourite hobby now that some decent weather has been and gone! But may return again? As mentioned last month, CA25b Porsche 962 IMSA No.14 in Lowenbrau colours and CA22c Lola B11/80 No.33 Le Mans 2011 are now available at your favourite retailer. On the near horizon is the long anticipated arrival of CW13 Porsche 911 GT1 EVO 98, No.26 1st Le Mans 1998 which is the next instalment of the Slot.it Limited Edition Le Mans Winners Collection.

This will be the third Porsche 911 GT1 EVO 98 produced and judging by the picture, supplied to me by Adrian from A.B. Gee, it looks an absolute stunner and will probably be very high on many people's wish list to acquire, mine included. It should be available in the shops by the time you read this so get yours now to avoid disappointment.

New spare part items on the way are: CS03b1 - 962C body kit, CS10br - F1 GTR "RAW" body kit, CS10t-60b - F1 GTR chassis AW compatible EVO6 (rev. 3), CS22t-60b - LMP chassis AW compatible EVO6 (rev. 3),



CS23b - 911 GT1 EVO98 body kit and CH86 - F1 GTR replacement cockpit and rear/front spoilers. Plenty of scope there for upgrades and replacement of a couple of broken parts or if you wish to do your body colour or original race livery for the Porsche 962C or McLaren F1 GTR that has not been produced or in the pipeline already. Perhaps of more interest to the racer is the new LMP screw pickup which will be available in approximately two months' time. It is compatible with all standard braids and the bare wire cable end is inserted on top of the braid through the external left and right holes, while an M2 grub screw presses both parts together to keep it flat on the braid. This has been specially redesigned to greatly increase shock resistance and so aid racing. The guide➡



is also a screw mount and has the planned code number of CH88. See the vendor supplied picture of the prototype for a closer look.

No other imminent news on the horizon so I thought I would share my thoughts with you on the new CA25b Porsche 962 IMSA No.14 in Lowenbrau colours that I was eagerly awaiting last month and now have in my collection. This is the second car in the 962/IMSA series with the first being the CA25a Daytona 3 Hours 1986 model driven by Akin and Weaver in a strikingly simple overall red colour and primary Coke sponsorship. A bit of history about the real CA25b car first. Built by Porsche AG in the spring of 1984, body number 962-103 was the third customer car completed by the racing department in Weissach and was intended to compete in the North American IMSA Camel GT Championship. The car was supplied to Holbert Racing, an American team with long-standing ties to the Porsche marque, and was quickly put into service. The car first raced at the Charlotte Camel GT 500 on May 20, 1984 (but failed to finish) and continued in competitive racing until the end of the 1987 season. By this time it had notched up several famous victories, 1985 Laguna Seca 300Km and the 1986 and 1987 24 Hours of Daytona as well as many other podium victories co-piloted over the seasons by a combination of Al Holbert, Chip Robinson, Al Unser Jr. and the sports car racing legend that is Graham Bell. Throughout its racing life the car carried the famous No.14 Lowenbrau colours virtually unchanged for its entire career apart from minor changes to the placement of minor sponsor logos. The Holbert family held onto the car until

its sale in March 2012 for \$1,925,000 so the list price of £51.99 is perhaps a bit more within the reach of us mere mortals! If you wish to know more about the real cars racing history and additional pictures, then just use your favourite search engine.

On to the model itself and first a little complaint/pet hate on my behalf and probably others as well? In the beginning the Slot.it sleeve stayed stuck together, even after several years. So why is it now that all the sleeves pop open after the car has been removed from the cellophane wrap or shortly after? Sometimes they pop straight away but mostly after you remove the car for the first time to check the model out. Come on Slot.it, surely you can put some more stickiness back into the glue you use? The car itself is housed in the standard Slot.it Perspex box complete with details on the car, race and drivers printed on the plinth and Allen key taped underneath.

The model itself looks absolutely resplendent in the simple but effective Lowenbrau colours as well as a must have on my list and on closer inspection in the “flesh”, so to speak, it does not disappoint. I had quite an extensive look around the web for pictures of the original to compare the logo placement etc. and apart from minor race changes it all looks just about spot on to me and is beautifully tampos printed. The actual car is based on the 1987 Sebring race as piloted by Al Holbert and Chip Robinson when they finished 2nd. The only real issue that I could find is that the “Special” writing on the flanks should be in gold and not a pale blue as it appeared on first inspection. Having looked much closer (and in better light!) the Special writing is in gold but



unfortunately on my model this has not come out that well and looks to me as if the blue of the side of the body can be seen through the gold and therefore, the gold colour itself is being almost completely subdued. The writing itself is fine and everything else is crisply executed right down to a fine gold line that runs from the front headlights to the end of each wing and across the top of the nose as well as the drivers names and national flags on both sides of the cockpit.

A peer inside the cockpit reveals a detailed driver suit with a couple of logos on the chest (too small for me to see/read properly!) as well as blue seatbelt straps and a black centre buckle topped off by the correct driver helmet colours and name of Al Holbert himself. Apart from the obvious real engineering changes between an IMSA and 962C spec car the only obvious changes in the body work are the large air duct behind the cockpit area as well as other minor ducting and detail changes which are all executed very well to my eyes. Unlike the 962C that I reviewed last month the rear is much simpler with no real detail, just the venturi style back end with a hole for the exhaust that you can see the rear mounting post through!

The chassis is the EVO6 chassis complete with the inline offset 0.5mm motor mount secured by four screws complete with end-bell V12/3 21,500rpm motor. In fact the underpinnings themselves are exactly the same as last month's 962C review car and so share the same standard gearing of 9/28 with 15.8 x 8.2 front and 16.5 x 8.2 rear rims and tyres with "Goodyear" and "Eagle" crisply printed on the tyres. As before the motor mount can be easily replaced with an angle winder motor mount configuration if

required as well as any other part of the gearing, wheels and tyres. The overall dimensions of the body are: length 146mm, height 32mm, wheel centres 84mm and a total body weight of 68grams including the Neodymium magnet which has two location points, the standard one being behind the motor.

On track performance? As you would expect! absolutely blistering out of the box but on my, what I would consider large home layout, it really is just too fast to fully exploit the true performance of this and all other Slot.it cars. The rest of the handling etc. is as per last month so unless you have the option of a big club circuit or with the weather that we have had recently a big garden layout with a massive straight or two to really let rip the maximum top end speed then just be careful on how you apply your throttle finger. The gearing is smooth and quiet and as just mentioned, the speed, acceleration and grip is superb as I briefly wind it up to 8/10ths max speed for a brief moment before I back off otherwise it will be an extremely second hand car with a trip into unforgiving hardboard scenery or the cold hard smack of a grey concrete garage floor, no thanks for a car of this class!

In conclusion, this is another superb Slot.it model that has a great mix of accurate detailing, superbly reproduced livery and ample standard performance to satisfy the home racer. For racers, well the option to upgrade is always there to be exploited. To me, it is an ideal addition to my Slot.it collection that will have the odd sedate track outing and I will be looking forward to further livery options that are yet to be announced. Many thanks to Adrian at A.B. Gee Limited for supplying me with the latest information on Slot.it products soon to be released.

At the time of writing I have still not had time to purchase the CA22c Lola B11/80 No.33 Le Mans 2011 car but hopefully I will have one for next month's article as well as maybe the Limited Edition CW13 Porsche 911 GT1 EVO 98 if funds permit! Off to carry on painting the figures for my circuit now so until next month, enjoy what is left of summer and see you all next time in Forza Slot.it. ■



September Bits and Pieces Plus George Turner News!

By Graham Pritchard

I don't know about you but I always like to see a few snippets of information about what's going on from time to time as well as the longer type articles in the Journal so this month I have collated a few things that I know about and put them together into this article, the trouble is it then got a bit out of hand and went massive, but I hope you still approve so, first off is an apology as I missed two of my very good friends from the slot racing world off my list of "well known names" that started out at our club, namely Paul Darby (who won many events in the slot racing world many years ago) and Richard "Ritchie" Welsh who still beats me every time I race him at the Wolves Open Events (Sorry guys)!

It's probably too late to say it now as they will have all gone but a couple of our club members found that TK-Max had managed to acquire some very cheap (£16.99!) SCX cars, so nice one James and Steve for thinking of the club and buying a few spare and bringing them to the club so that some of the others at our club did not miss out. We're not sure exactly what cars they had at the beginning but James managed to get a SEAT Fura (or FIAT 127 if you are as old as me) and the yellow race liveried Renault 9 as well, but why is it that that every time I go in they never have anything then!

More news now on the second Dudley Club track, you may recall from last month that there was a feature on the "Birth of a Scalextric Club", well the latest news is that the new section has been completed and the track has been put together and wired up and last week we did quite a few laps driving very carefully as there were no barriers on (!) and boy was it fun to drive, wherever you could have had a straight

there was a bend, which creates overall a very fast and flowing racetrack that is really enjoyable to drive. The next step for Dave, Graham and Chris is to put the barriers on around the bends and then to start installing the lap counting system.



Once everything has been built and tested then we hope to do our club's annual "Senna Trophy" race meeting there later this year. This idea for this meeting came from our long time friend and fellow slot car racer "Don Stanley" whom we first met up at the Quorn Slot Car Club in the good old days in Leicestershire when Dave Norton, Alan Slade, Bob Bott, Tony Friar, Steve Carter, Paul Darby and many others would meet a couple of times a years to race things like the SCX Ferrari F40, which just goes to show you how long ago that was then in real terms then. I thought I looked old in the mirror the last time I looked, and now I know why!

Now, talking of racing, whilst the 2013 Heart of England Retro 1970s F1 Scalextric Racing series may nearly be over for this year plans are already afoot for the 2014 series. We're already planning a couple of changes to the rules which will breathe new life into the series and help make it a lot easier for you to build a



more reliable car by using certain new “off the shelf” components. More information will be released later in the year but suffice to say at present that the current “scale speed” of the cars will not be sacrificed; it will merely be attained in a slightly different way.

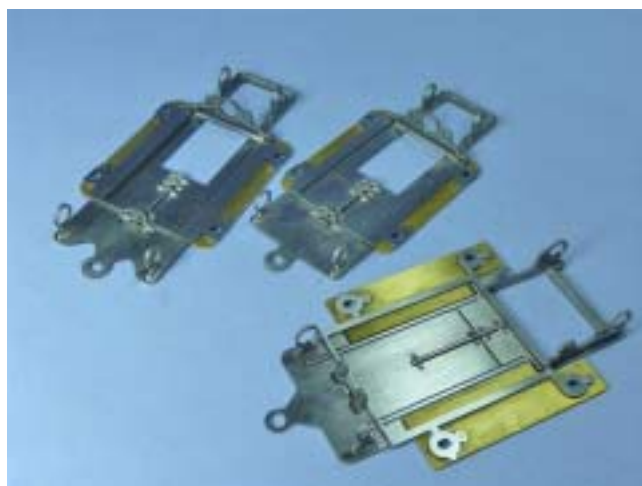
You may have seen us at the 2013 Slot Car Festival at Gaydon where we had a Slotfire track set up courtesy of Malcolm Scotto and Andy Bartle from the Wolverhampton Slot Car Club well, as you are probably already aware next year’s event is going to be a two day event so that promises to be an even bigger and even better event than ever before, it will also provide a great opportunity for you to buy some F1 cars from the swapmeet on the day should you wish to take part in any of the later rounds of the 2014 series. You may have seen us there as well in previous years selling a few Transit vans amongst other things from the club table, now there’s an idea, why don’t we organise a “Transit van challenge”? It could even be the support race for the F1! (only joking).

Last month I mentioned that writing these articles would mean that I would need to speed up the rate at which I build the project cars, well with all the recent hot weather I found that the only thing that could be done was to start even more projects by getting the painting done outside whilst there was no rain about to spoil them, even the slightest bit of humidity can make the final finish “flat”, a point always worth bearing in mind when spraying your cars. Checkout the picture below and see how many you can spot, there’s the A-Team Van, A2M Jaguar XK120 hard top, several George Turner



cars, a few hotrods and a couple of my own creations including an Ozzie UTE conversion that’s nearly complete. Once these have progressed then I will document the more interesting ones in case any of you guys out there fancy having a go at one yourselves.

Now, I’ve saved the best news for last because I’ve had a word with George Turner of GT Models and managed to get him to divulge what else he is working on and just what some of those “ideas” are that he has had regarding future projects, but before that I’ll bring you up to date with his recent releases which are the MK1 Jaguar, AC Cobra, Ford Galaxie and Cheetah.



He’s also adapted these cars to suit the excellent Richard Mack laser cut metal chassis for the out and out racers out there who want to risk damaging his excellent body shells by going very quickly with them!

The Cobra especially is very nice and in my favourite colour of yellow, just like my 1:1 scale Quantum 2+2 kit car. ➡➡



There is also a modified Lancia D24 which is lightened and lowered and comes with a new flat resin chassis. This model is also upgradable to use a RM laser cut chassis. These new castings are a big improvement on the early castings. The differences are subtle and in most cases it is difficult to tell the difference.

So, exactly what are George's future plans then ? Well, I raised the question and this is what he said:-

"Hi Graham – I've got some more models in the pipeline at the moment and for a start I'm going to make some pre-first world war racing cars.

I have started on the 1906 Renault, which should





be an interesting car to race. I will then be doing a Mercedes and a Fiat. The full length drivers and riding mechanics will make these models very colourful. I am only at the very early stages but they will be taking shape over the next couple of months. The wheels and tyres should be a bit of a challenge and racing on the very narrow tyres should pose a challenge to even the most skilled slot racers as well.

In the photo above you can see that the D-Type Jag is now on its wheels but there is still lots to do.

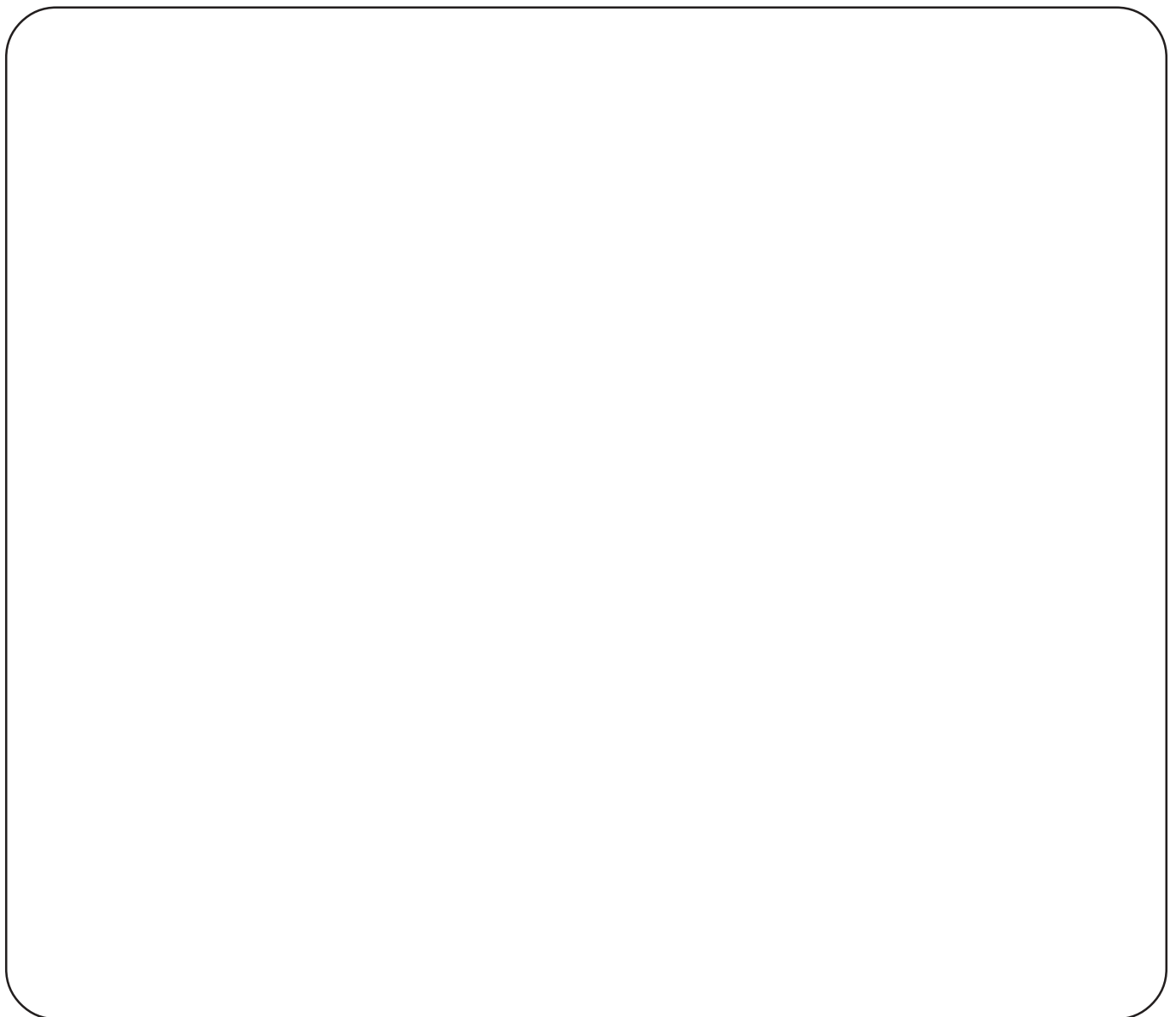
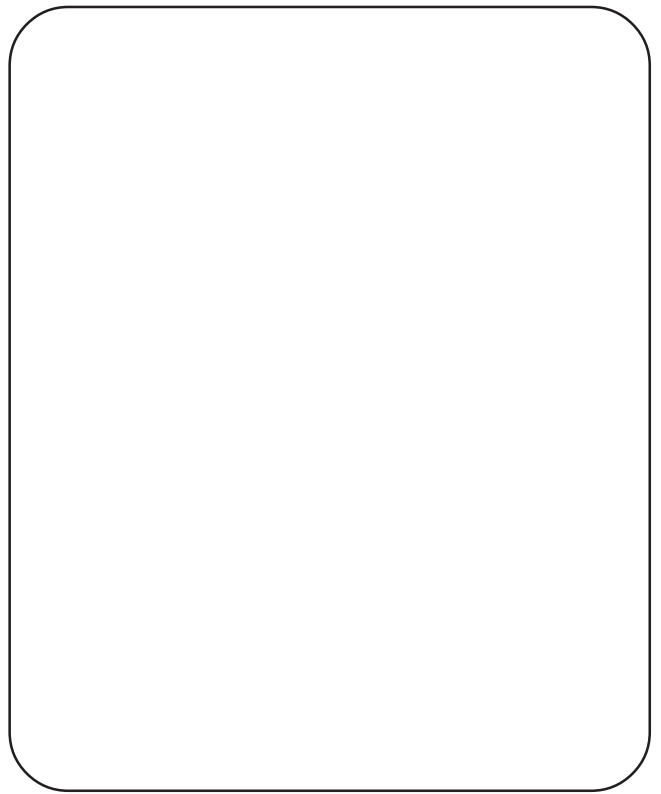
You also may notice a blocked out model in the background. This is an Iso Griffo Bissarina, which should be good for 1960 Le Mans racing being long and wide. Recently I have also been working on a 1966 Notchback Mustang to go with the Falcon and Galaxie, so 1960s saloon car racing could get very interesting indeed for all of you out there who are into that type of thing.



So, there you have it, the latest news from the master himself anyone who wants to order George's stuff just needs to visit his website or give him a call on 01702 291716 or you can drop him an e-mail via ga.turner@hotmail.co.uk and he will get back to you as soon as he can. ➡➤

I know that there can be a bit of a delay at times between ordering and receiving your models but I can fully assure you that the wait is worth it. What you've got to remember is that resin car manufacture is a very labour intensive process and only very small production runs can be made before the mould needs to be remade and so if demand is very high then several production runs will have to be made and therefore the turnaround time from order to despatch can be longer than expected if the goods are not just on the shelf like they would be with the usual RTR stuff.

I personally have always been very happy with everything I have purchased off George and I think you will be too. So, after all of the above I wonder what his next cars will be, I guess we will just have to wait and see? ■



A Special Guest Appearance!

By Phil Insull

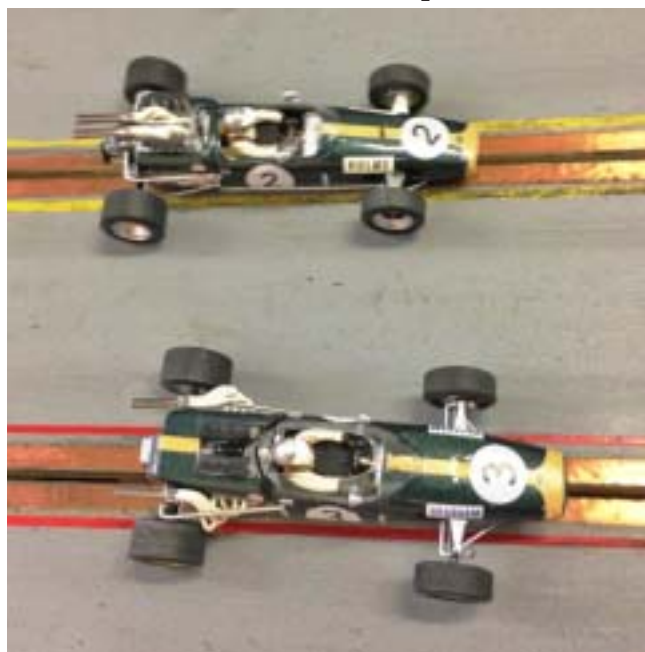
Hi folks, well it's been three months and I gather one or two of you are missing my ramblings so here is a short update on one or two things I've built since my last regular article.



You may recall that back in June I showed you the superb 1964 Ferrari 158 from Steve at Penelope Pitlane; well mine is now finished using the SM1 chassis and PP classic wheels and has been done to represent John Surtees in the NART entered car at Mexico. This is another beautiful kit from Penelope Pitlane and everything fits together as it should with the bare amount of rubbing down needed before painting. Primer was Halfords' white with Halfords' BMW Alpine white top coats and power is provided by a Scalextric FF motor.



The next two are both Brabhams from Mel Ault's Pre-Wing range the first is the BT19 Repco which powered Jack Brabham to his third world title in 1966 and ensured his unique spot in history as the only person to win the championship in a car bearing his own name. The second is the



BT24 Repco with which Dennis "Denny the Bear" Hulme drove to win the title in 1967 the talented New Zealander went on to be a regular F1 winner with McLaren and a legend in the Can-Am series. Chassis for both are modified Penelope Pitlane SM1 types with lots of extra touches out of my spares boxes - colour is grey primer with Halfords' Rover dark metallic green and power again is from the FF motors.



Sean and the guys at Pendle Slot Racing have a shared passion with me and that is we all have MK1 Mazda MX5s (or Miatas for our



readers across the pond). Sean put up with my prattling on about mine at Gaydon and has very kindly sent me one of the first of his new 1/32nd resin kits of the MK1. The kit does come with a full roll cage for those who wish to build theirs as a race version but I decided to do mine as my road going one albeit the red paint on the slot version is much shinier than on mine and I have used Fiat racing red rather than Mazda classic red simply because I had a can to hand and the difference is negligible. The chassis is a PSR one



with Mabuchi motor and axles from a Scalextric Caterham, the only added detailing feature on mine is the front number plate holder - I've just got to print some decals of my private registration to compete it.

Finally I have been busy building up some 1/24th stuff based on plastic Revell and Tamiya kits with the Plafit 1/24th adjustable chassis again available via Sean and the team at Pendle. In no particular order we have a Toyota Celica 165, Toyota Supra JTC, Mitsubishi Lancer Evo V, Datsun 280Z Rallye and a Cursa resin bodied Ferrari 308 GTB. All of them have working led lights and look simply fantastic driving round the Wolves track with the room lighting dialled down. That's it for a bit folks maybe back sometime in the future with another update don't forget the Wolves Classic pre-1980 Saloon car meeting on Sunday 6th October, we do still have a couple of spaces for any late entries. ■



Chopper's Woodyard

By Ian Howard



It's been a hectic time in the Woodyard lately as I've been preparing a fairly diverse range of cars for different events whilst managing a full time job and looking after my daughter who is on her summer break from school. I'm sure it's the same for you too dear reader!

I'm settling in well at both Oaklands Park Model Car Club and Great Barr Slot Car and I'm managing to get some reasonably respectable results in the BSCRA racing at Oaklands and in NASCAR, F1 and Standard classes at Great Barr.

BSCRA class racing is fast, furious and incredibly intense but I'm becoming a real convert after years of standard/RTR slot car racing. However, it's not all high energy adrenaline fuelled action at Oaklands and I've been preparing a car for the Oaklands GTi club class. In essence the GTi club is for small short wheelbase hard-bodied cars with narrow rubber tyres.

The Oaklands GTi Club grid is composed of little FIATs, Mini Metros, NSUs and other tiddler oddments. My steed is a 1979 Wendy Wools Championship Mini Supersaloon which features:

- A superb Penelope Pitlane Clubman Chassis.

- Slot.it deep wood guide.
- Slot.it 25k motor.
- Lowered and widened 1275GT Scalextric bodysell with lightweight interior.

I modelled the arches using Milliput two part epoxy resin which I then machined back using a Dremel with an abrasive sanding drum. I find that it always pays to put too much filler on to start with to enable you to "carve" the shape with plenty of material to play with. Indeed I probably take off a good 2/3rds of the filler in the process before sanding the profile back using fine finishing wet and dry abrasive paper. When adding the filler to a body always bear in mind that you are adding weight to the chassis, which will inevitably effect the handling characteristics.

I then give the shell a light coat of filler primer to fetch out any mild scratches or imperfections before final painting. You can see from the pictures I've gone for a nice "low key" fluorescent orange topcoat. Fluorescent paints come out fairly opaque and thin so always use a white undercoat to get the right finish with the topcoat colour. I've found it makes the car much easier to spot in hectic racing and I'll probably do it again on future builds.

I've tuned the car with the addition of a little weight underneath the car. Believe it or not I use "Dolls House" lead roofing flashing. It's about 0.5mm thick, it is sticky backed and easy to cut to shape with some sharp scissors.

I'm really pleased with the car and I'll keep you posted as to how things shape up for me in the Oaklands GTi Club class.

I'm also competing in the OCAR Pre 1980s Saloon car race at the Wolverhampton International Circuit in early October. There are two classes based on 1/32nd scale four seater based European or Japanese Manufacturer



Saloon and hatchback Cars built before 1980. I'll be racing in Class 1 Small Saloons with a maximum wheelbase of 73mm, maximum body width of 48mm including arches, Maximum body length 120mm, and maximum track of 45mm. Wheels and tyres with a minimum diameter overall of 15mm fronts and rears with a maximum tyre overall width 5 mm.

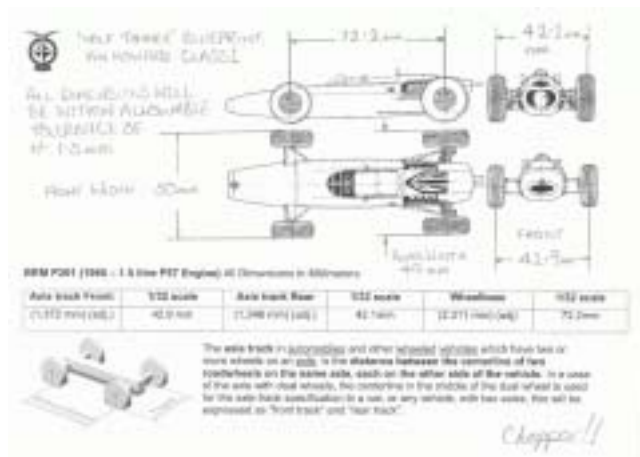
As you can see the regulations are fairly stringent but from bits and pieces that I've had hanging around the Woodyard for ages I've managed to cobble together a MK1 Ford Escort as used by Jackie Stewart (of course) in the 1970 Silverstone Tourist Trophy. Stewart was having a particularly torrid year driving the uncompetitive March 701 in Grand Prix racing and he mentions the Escort race in his biography as being one of the high points of 1970.



This will be the third time I've competed in the OCAR event at Wolverhampton and it's always a great day's sport with some nice people and it is always superbly organised with Phil Insull and Malcolm Scotto at the helm.

Later on in November I'm back at Wolverhampton once again to compete in the "Half Tonner" Grand Prix run by Bill Charters. The Half tonner GP was first run in 2007 and organised by Phil Insull. It was a popular first event with 35 entries and the first winner was Dick Smith. Bill Charters took over running the Wolves November Classic meetings from Phil in late 2008.

The event 'Ethos' is to race near Scale



models of good looking cars, in a friendly but competitive atmosphere, at one of the best Slot Racing clubs in the country. The popularity of the first meeting made this a 'must do' again event. The "Half Tonners" was run again in 2009 with 38 entrants and was won by Mac Pinches.

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



I've built a 1965 BRM P261, which is an iconic car from the era. Of course it's a replica of the car that Jackie Stewart raced at Monza in 1965 taking him to the first of his 27 Grand Prix wins.

I've used a Betta and Classic fibreglass shell atop a superb Penelope Pitlane slimline chassis, powered by a 25k Green can FF Scalextric motor.

The BRM has marked my first foray into ➡➡



Fibreglass bodied, metal chassis cars and it's been a real challenge every step of the way. But, (and it's a big but) I've absolutely loved every second of it. I wouldn't say that building these types of cars is for the absolute beginner but if you haven't had a go I'd urge you to give it a try. It's incredibly satisfying to start with a roughish fibreglass shell and a "flatpack" metal chassis, and end up with a reasonably pretty and fairly quick car.

I'm also progressing the building of Jackie Stewart's 1968 Matra MS10 and 1969 Matra MS80, two iconic cars from the Flying Scots career.

The Matra MS80 was the fourth Formula One car produced by Matra powered by the 420BHP Ford Cosworth DFV-powered car, which took Jackie Stewart to the Formula One World Championship title in 1969.

Although officially a Matra it was run by the non-works Matra International team of Ken Tyrrell. The MS80 was one of the first F1 racing cars to be designed with "wings" for downforce to increase highspeed tyre grip. These were originally introduced into F1 in 1968. Due to some serious racing accidents with the flimsy 1969-type high wing constructions early in the racing season, like all 1969 F1 cars the MS80 was altered to use more sturdy lowered wings, directly attached to the car's body, later on. Jackie Stewart in a 2006 referred to it as the nicest handling F1 car he had ever driven.

As you can see it's very much a work in progress so next month I hope to have the finished car for you to see. Until then, keep it smooth (ACE) and stay on the blackstuff! ■



REVELL “FUN CUP” BEETLE – THE LITTLE FUN CAR YOU REALLY OUGHT TO TRY!

By Graham Pritchard

Every now and then you come across a car that is so much fun that you don't want to put it down. Now, you may not agree with me on this one straight away, or maybe not even at all, but trust me, once you've tried them, the Revell “Fun Cup” Beetles are superb fun – just like the name suggests !



However, you do have to do a couple of things to them first to get the most out of them, but nothing too major it's basically take the



magnet out and the original guide and then drill out the guide mounting hole with a 4mm drill in order to fit the Ninco Springy guide instead (You also need to file down the collar on the floor pan by 1mm as well so that the front wheels do actually run and turn on the track then).

Although the wheels and tyres are so narrow at just 5mm, they are more than adequate in fact when our guys go to Phil Insull's OCAR sponsored pre '80s saloons event at Wolverhampton Slot Car Club each October that is all that the “small” class is allowed to run but you try beating one, they are phenomenal!

Just give these a quick sanding on some medium sandpaper, but not too rough otherwise

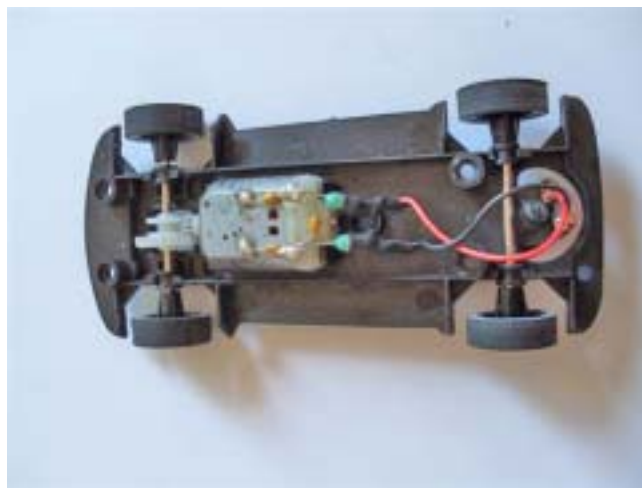




you might tear the tyre, clean the dust off on some Duct tape and away you go, endless fun honest!

If you peruse the www then you will find several liveries available ranging from a simple red “Uniroyal” one like mine to a yellow “M&M” one (a young lad called Harry bought that one at our club) all the way through to a wonderfully outrageous pale pink one that Emma drives!

Now, given that Revell seem to have gone very quiet in the UK as I understand they have



may have withdrawn from the slot car market, then maybe our favourite dealers might just have a clear out of these very “fun” cars and sell them cheaper than the £43 approximately RRP that they got to a couple of years ago.

They would make an ideal “one make class” on the slot tracks as they obviously do in real life too.



But, if you take a look underneath you can also go a bit OTT with them as well if you want.

I actually raced a Revell Mercedes 300 SE at the above Wolves pre ‘80’s saloons event a couple of years ago but not exactly as it came box-standard to be honest, instead I fitted a





Penelope Pitlane metal chassis and a Slot.it boxer motor where the original motor was, now you could always do that with the Beetle too by removing the section of the underpan where the original motor goes, now that would make yours the best Beetle around I would say, it certainly turned a few heads at Wolverhampton when I first used it (It did have wider wheels and tyres on it as well though to be honest).

Now, talking of wider wheels and tyres,

when you get fed up of the narrow tyres or fancy a change then you can also fit the “standard” saloon car tyre that we had for years of 19x10mm. I put a set of the Ninco black and silver Porsche wheels on mine for a while, it made the handling even more fun as you could then keep up with a load more cars as well then!

So, if you’ve not bought a slot car lately, or you fancy trying something a bit different then please give the Revell Beetle a try, I reckon you will love it trust me!

My very good friend and long time Bearwood Scalextric Club sponsor Alan Caswell of the Arcade Toyshop in Dudley has a few of these in stock together with a selection of other Revell cars and he is willing to do them for £25 + postage to UK NSCC members if anyone wants one then please let me know via graham@psjcoltd.co.uk or by phoning Alan directly on 01384 252608 (OK, a blatant plug I know, but how else do you think I managed to get the photos – cheers Alan)! ■

IMPROVING THE REVELL OPEL ASCONA

By Graham Pritchard

I Don't know about you but I always think that the Opel Ascona that Revell did is a superb looking car and especially in the "alternative" Rothmans "Racing" livery that has to prevail in order to keep the powers that be happy.

Run it with the magnet in and it is fine but once you remove the magnet as so many of us do out there in the real world, then whilst still fun it can however be a bit of a handful, so I decided to tweak mine a little bit in order to allow it to keep up with the many SCX rally cars that we have in our club and that we race once every two months as part of our racing calendar. Our rules allow cars that have been modified/scratch built to the spirit of the class to compete against the RTR cars as well, so as mine now has an SCX RX-4 motor, Ninco Springy Guide and the class standard 19x10mm rear tyres then it is fine, well it might also have something to do with me also setting the rules but let's not go there...oh alright, they are vetted by William and Steve so I'm not just making it up to suit me then honest!

Anyway, the Ascona is just one of those cars that looks like it should have been made by SCX and so my quest began with taking the car apart to see what it looked like from the inside with a view to how low the interior was in the car and how the existing motor was fitted to the chassis by Revell.

Very pleasingly the chassis is held onto the body by just four screws and with two at the front and two at the rear that allows us racers to loosen them off a little, just $\frac{1}{2}$ a turn is usually enough so that we get a little bit of body rock which then acts as a form of suspension and allows any transmission of bumps etc. from the track to be "absorbed" by the car and basically stops the car coming off as much as it would do



were you to run it with the body screws fully tightened (Note some brands of slot car like Revell have a "cup" that the body mounting posts fit into rather than a simple flat platform like a Ninco car has so this "cup" has to be widened slightly with a few turns by hand of a larger drill bit so that the body post has somewhere to go when it moves a fraction, also do not use a power drill to do it otherwise you will go straight through). If you've never tried the above it is well worth the experiment.

You can buy a multi-purpose screw driver from Maplins for £1 if you do not have any tools and it's really easy to do, and if in the end you decide it's not for you then just re-tighten them up fully and no damage has been done. A further point to note if you're running the car with a magnet is that the above doesn't usually really make any difference given the purpose of the magnet, but nothing ventured, nothing gained as they say so well worth a try I'd say!

With all four screws removed then the news is very good indeed. The bottom of the interior moulding is actually 99.9% flat so that makes that bit very easy then with no work required to it at all, and the chassis is pretty good too from a modifiers point of view that is with just the

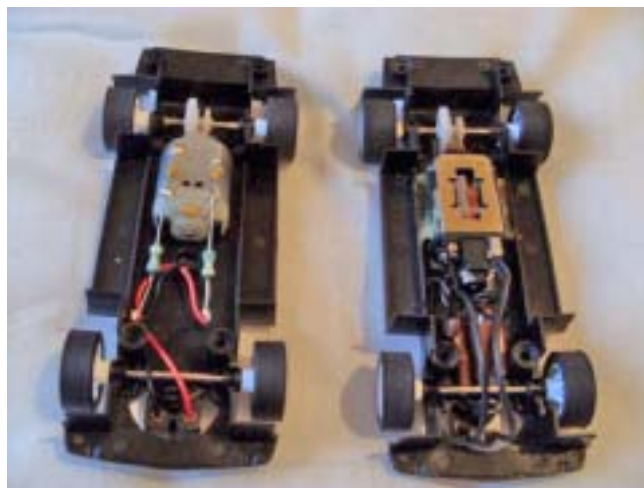
normal mounting cradle for the brush end of the motor and a mounting “loop” for the pinion end of the motor.

So, out came the X-Acto Saw as that’s the tool of choice for us converters together with a Stanley Knife but PLEASE be careful with them I’ve lost count of the number of times that I’ve cut myself, sometimes quite seriously when using them, it’s so easy to slip or apply too much pressure whilst trying to remove bits of plastic. if in doubt get someone else to do it for you that’s the safest way, and let me them cut their fingers! (The X-Acto saw is like a mini tenon saw but with very many, very fine razor sharp teeth it does the job superbly but you need to be very careful with it at all times got mine from the South Devon Railway Shop but I guess they are on eBay etc. as most things seem to be nowadays but everyone I chat to seems to say to not bother buying the handle that goes with it as it’s far easier to use it without so I didn’t either!).

Now, because of the child safety rules then like all Hornby cars, the Revell chassis has a plastic grid over the motor itself rather than like a Ninco car etc. where the motor is fully exposed and so for once this is actually quite useful as it gives you a platform to work with so what I did was to carefully remove the rear motor cradle from the chassis together with a small amount of plastic ahead of it where the box mounting screw goes in order to create a rectangular shape that allows the brush end of the SCX motor to sit within the Revell chassis but whilst also allowing the main body of the motor to sit against the original cooling slats – i.e. there is no need to alter or remove these cooling slats (You will generally find that many of the can type motors are of a similar size apart from the Hornby FF motor obviously and so interchanging some of them is actually easier than you might at first think).

Once you have removed enough material then you will find that the SCX motor will then sit flat and although it is 2-3mm further back from the original hoop mounting you are still getting a nice “mesh” with the original rear axle.

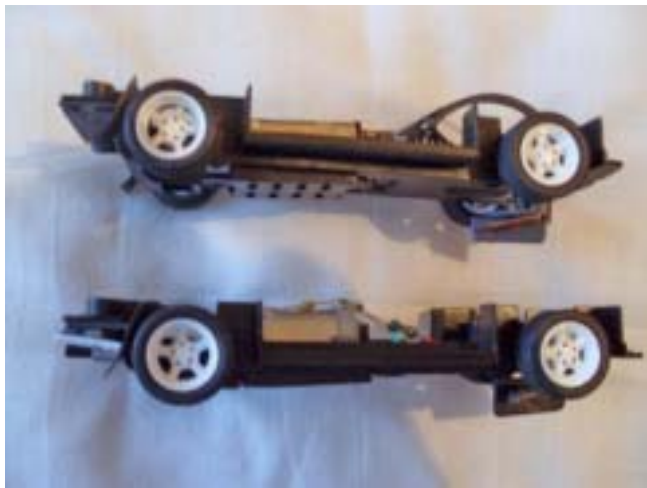
Now, this is where the cooling slats come into their own as they actually hold the motor in



exactly the right place horizontally so it’s just a case now of getting the lateral forward/backwards position correct which you do by trial and error until the pinion and motor shaft rotate freely, which is when the motor body is around 2mm away from the hoop in my case but it might vary with your motor hence the need to experiment first. (Were it not for the cooling slats then you’d need to use Gaffa tape in order to ensure that the motor sits “flat” as well as at the correct point to mesh satisfactorily).

Once you are happy then the Revell chassis assists again ever further as it has two strengthening ribs running from front to rear each side of the motor so then you just apply glue gun or Araldite Rapid or in my case Evo-Stick in-between the motor sides and these ribs along the length of the motor in order to hold it in place securely (Again note it’s always best to double check that the gear mesh is nice and that the axle rotates freely before the glue dries but





generally you can't go wrong to be honest). So, once the glue has dried you now have an SCX Opel Ascona in all but name.

Now, whilst the Revell tyres are generally OK we feel that they are not as good as the SCX ones and so an easy fix here is to simply replace the original ones with some others the Revell hubs look so good that it would be a shame to replace them and luckily for us the standard 19x10mm SCX ones fit straight on, although for best performance you could always glue them



on with a little Evo-Stick if you wanted to. I left the front tyres as they were to be honest as they are not a problem at all.

For the final improvement the fitting of a Ninco Sprung Guide is another easy fix. You wouldn't believe how much difference one of these can make to a car, and at around £2 each they are the cheapest modification that you can do. (80106 is the part No. and they are available in packs of 4 from Pendle Slot Racing and MRE etc.). BUT, you need to enlarge the guide hole to 4mm in order to take this guide but be VERY careful how you do it as if you use a blunt drill⇒⇒





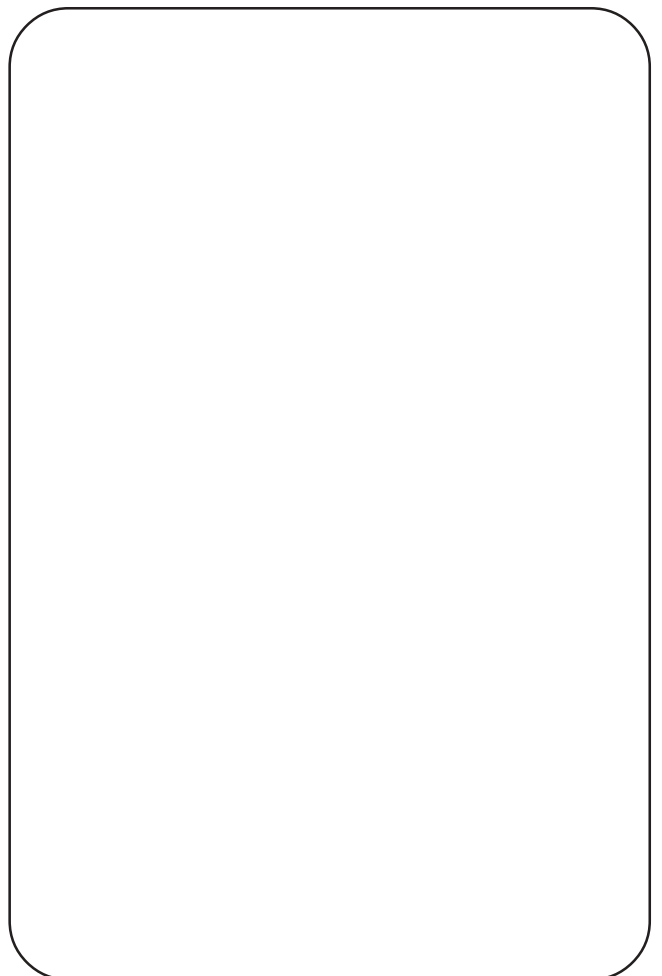
bit or a bent drill bit then it can “snag” and destroy the guide mounting tube completely you could always file it out too (I use a 4mm HSS drill bit running at high speed in my cordless drill and I put the drill on the floor and then feed the chassis towards the spinning drill bit very carefully and slowly so that you are in control at all times). Once the tube is sufficiently enlarged then the Ninco guide should turn easily and move up and down freely also (If you are unfortunate enough to break the guide mounting tube there is an easy way to fix it which I will do as a future article at some point, but you basically have to cut out the damaged guide mounting area in this one and a similar shape from a spare chassis of any other car with a similar guide mounting and then Araldite the new one into the damaged chassis). Once all the work is done then it's time to reassemble it all and test drive it ! (You can of course choose to do any or all of my three modifications it's entirely up to you at the end of the day).



Once it's up and running you should find that your time has been very worthwhile and you now have a very nice looking car that runs very well without a magnet.

I actually have both liveries of the Ascona and so as it is not a complete chassis swap, which usually entails fixing new mounting tubes as well, then I can run whichever body with whichever chassis I wish as required.

If you are brave enough to do all of the modifications that I have then I hope you are as happy with the end result as I am, it really does transform the car! ■



email: ebaywatch@nsc.co.uk

Well it is a dreary Bank Holiday as I start to compile this report and it has been a similar response to be honest to ideas or help with the column so I am somewhat disappointed as I type away on the keyboard. Without the contributions of one member (you know who you are GM) who has sent some links in, it would be starting from scratch this month. Has this column reached its sell by date I begin to wonder? Would members prefer a simpler format enabling it to be compiled a lot quicker and easier, or do you prefer a little more flesh on the listings? If you want to have a go or contribute in any way please get in touch.

This month has probably been the quietest of the year with low listing numbers and prices generally staying weak though my gut feel is prices are tending to be a little stronger at the end of the month and the start of the month when people have been paid perhaps?

Unfortunately I do not have any time to analyse this theory, eBay has upped fees again from 4th September so it will probably mean it remaining quieter for longer this summer than usual. From that date eBay will charge the same 10% fee on the postage part of the transaction as well as the final value amount. For a boxed car sent at a first class recorded price of £6.75 in the UK it will effectively mean the seller being charged around 21.4% once Paypal fees are taking into account as well, for selling a car listed at £20, and selling at that price. The seller could list for free with a start price of 99p and hope to get £20 to save on the 50p listing fee but that is still an effective selling cost of 19% without taking into any costs for packing the item. I can see private sellers increasingly waiting for free listing days and then putting on items at a higher price to cover their costs rather than chancing

99p auctions. Without the interest of foreign buyers from Australia, Spain, and Brazil the UK slot market would be even more depressed I get the feeling talking to one or two regular sellers as to where their sales are going. The other change to note this month is the eBay home page layout has been changed and is littered with suggested items you may like from your previous browsing history, so no keeping things private there if you share a computer. Incidentally to find the international sites now you have to click on the tab at the bottom on the left hand side of the screen that says "legal and more" that reveals a lot more information including the flag of the country you logged in, which you then put your mouse over to reveal all the other country sites. No improvement there in my opinion to help with my buying experience.

Update

The Scalextric Beetles mentioned last month went unsold at £299 and at time of writing were not relisted though possibly could have been sold off line as the set of Millennium Minis that were not sold at £5,500 or best offer have been relisted at £1,800 at time of writing (231039968141). There was another twist in the Dutch Caterham saga mentioned last month in that the seller then relisted the item again and achieved £90.02 second time around when it apparently sold OK the first time. This did not seem right to me, but I will let you the reader make your mind up on that one!

Hornby Archive

Well it seems as though Hornby have determined that eBay is the best way to raise some cash as they have started listing models out of their archives. As well as some Corgi models there were some Scalextric ones and to quote⇒⇒

their listings “What is the Scalextric Archive? Every time we release a new model we keep a small number of samples for the archive here in Margate. We often need to make space in the archive for our brand new releases and so we are delighted to give you the chance to bid for some very special items here on eBay. Many of the models we will be able to offer are rare and hard to find and we will also be including lots of limited edition items – many with very low limited edition certificate numbers.” The main ones to rake in the cash so far for Hornby were the Scalextric Bond sets with the LE number of 0007. The Goldfinger set C3071A (181192653810) went to £377 and the Casino Royale set C3261A (181192641261) £286.22 on a Sunday night. Other models in Sport LE boxes sold the same night for more modest prices but still at very good prices given the current economic climate that the models would normally sell at. These included a C2552A Vanwall #0010 £62, C2551A Maserati 250F #0010 £64, C2640A Ferrari 156F #2005 £75.02, C2693A Cooper Climax #2005 £102. The #2005 was the year the cars were made which is a bit of a tenuous link I think for such prices. What next? The year the driver was born or first drove a car? The list could be endless! Search on seller “hornbyhobbiesltd” if you want to find out more or to keep in touch for future auctions.

Vanquish MG

Just when I thought prices seem to be softening for MG Vanquish models, the F1 JPS liveried Lotus went for £249.95 on BIN at the end of the month (271112512536). A full set of five F1 cars did not attract any bids at a £680 start price (151102389540). Perhaps this was because many of the cars could have been picked up on German eBay that same night potentially a lot cheaper though. Single bids of 80€ secured the Brabham and Lucky Strike Lotus, whilst 110€ secured the JPS Lotus. The previous week the rarest of the Vanquish F1 cars, the red and gold Gold Leaf Lotus, went for 140€. (310722179773) (Remember last month I mentioned a Gold Leaf went through at 181€ 121143337027). Back to UK eBay and despite some 11 bids a white BRM

ref. CA41 only made £33.32 mid month (390636762194).

Pioneer

With the final arrival of their new Camaro model after a very long wait, interest may be picking up in Pioneer models again, though there seems to be more specials than regular released models at the moment. One such special was the ref. P042 Stealth Camaro but with an additional “Monster” energy drink logo apparently produced for wholesale dealers only. Whilst the US seller one did not sell theirs at £128, the UK example fetched £98 on a Sunday night (390643748688). Top special price though surprisingly went to a Golden Bullitt, with two newbie buyers chasing the price up to an eye watering £323.14 on a Wednesday night (251316799532). A result there for the seller I think, considering that two weeks earlier the same model made only £127 in comparison.(251308917280). Similarly, a silver Bullitt made £100.99 (400553058446) after barely making half that figure the previous month. The now infamous J-code models spotted over the last month or so included:- J041112 Special Chevy Camaro red X-Ray Test Shot Molding 1 of 18 sold at £87 (251320803119) and £86.45, J031112 Special Chevy Camaro blue X-Ray 1 of 18 sold at £124.13 (251307207153) and £97, J230313 Chevy Camaro SS396 Stealth Edition (Pre-production) matt black 1 of 10 pieces sold at £112 (400552395160) and £130, J200313 1967 Chevy Camaro RS Blue Racer (Pre-production) test assembly 1 of 9 pieces sold at £104.65 (400544880244) and £97, J150413 Pioneer J-Code Special Chevy Camaro ‘Fire Orange’ Décor sample 1 of 14 pieces sold at £103 (400543420875) and £124.13, J190313 1967 Chevy Camaro RS Red Racer (Pre-production) test assembly 1 of 11 sold at £113.11 (400543420875) and £142, J120413 Pioneer J-Code Special Chevy Camaro T/A Club Sport #5 Car Pre-production test sample 1 of 8 sold at £136 (400538194363) and £122. Also available in slightly larger numbers with 48 models made and attracting bidding interest



was the “mid chase” green Mustang Bullitt. These have been commissioned by Pioneer to be made with hand crafted damage to the passenger side of the car. One example made £93.50 in August (251312033222) whilst 4 examples from the previous two months made between £122 and £148, so perhaps the amount of specials becoming available is suppressing prices a bit as the Pioneer collector wallet is being hit hard.

Listings as spelt, and prices realised, on UK eBay unless otherwise stated.

Scalextric nice tidy Lotus Camel Honda Elf F1 car # 12 SUPERB £17 (Superb price plus £3 p&p for unboxed example on Monday night at beginning of month (111128404298). Other examples went for between £3.50 and £8.25 during month).

Scalextric France C.122/090122 Brabham BT44 £5.60 (Danish seller with £10 p&p on UK eBay Saturday night 330964700563).

Scalextric You Steer Conversion Set YS200 with Ford Mirage & Ferrari GT Boxed £37 (Nice set attracting 16 bids on Tuesday lunch time 171086953648).

SCALEXTRIC ATLAS PORSCHE 904 KIT CAR VINTAGE 1960s HAND BUILT NEW £68.66 (Red model 16 bids. Early hours Saturday morning after being listed at £75 previously and getting no bids 261256171273). Atlas Porsche 904 Carrera 1/32 like Scalextric £35.05 (White unboxed model but with no windows, Sunday lunchtime. 390638437519).

Revell Model Racer Corvette Sting Ray GT £12.50 (Boxed made up model on Sunday night but in model kits category 200949883781).

Scalextric Slot Car, Black Cadillac Range Presentation 2002 £36.35 (Faded sleeve perhaps explain price on Monday afternoon. 171097368691).

Scalextric Ford Mustang 2003 Retailer Range Presentation boxed £112.55 (Faded sleeve on Thursday afternoon 171099619868).

BRAND NEW LIMITED EDITION SCALEXTRIC CAR £107 (2013 Range Presentation Caterham at probably one of the best prices seen on eBay so far but then description was not the best on Sunday night 281153458960).

Wrenn Formula 152 trackside personell set No A11 £93 (Boxed set, but with window missing, of 6 figures on Weds night 190882124988).

Airfix MG 1100 1:32 slot car £63 (Red example on Sunday night 141035329439).

Scalextric 4 rare ford Capri - Reserve not met at £122.50 (Plain untampoed black, yellow and red cars as well as the confederate flag orange model on Monday morning 181174548743).

Scalextric Vintage Ford Mirage C15 Red £4.19 (Friday lunchtime 111145071483).

scalextric carrera james bond Ford Mustang convertible £40 (Good price for unboxed used Carrera model on Saturday night at end of month. 380700216020).

And lastly for the person who wants something slot related on their real wheels, the registration SL07 TED spelling Slotted or Slot Ted was being offered for sale at £1,400 at time of going to press but with no bidders. I wonder if any readers out there will have snapped it up by the time you read this (190891437952)?

Emails to ebaywatch@nsc.co.uk if you find items of interest for the column, more from me next month. ■

