



No. 382 JANUARY 2014

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Welcome to 2014

So Christmas and the New Year celebrations are over and it is back to reality for all of us as we start another year, maybe as you are reading this we are a foot or two deep in snow, but what can you expect in January?

This year already promises to be exciting in terms of the slot car world, already Scalextric have announced their range and laid down the gauntlet to the other major manufacturers.

I think there was indeed some surprise at just what was in the range from Scalextric, with a good many positive comments made, and I am sure some of you will already have allocated your slot car budget this year to them, I know I have.

Of course soon will be annual Toy Fair in Germany and it is at this event most manufacturers will announce their goodies for the coming year, so we will have to wait and see what the others are offering, but of course this time of year also means the recommencement of the swapmeet season, already we have had the excellent Swindon event and soon will be the Club's own event at Milton Keynes, which I hope you can make it to, followed closely by Phil's Smith's event in Orpington, a favourite of mine as it is the nearest to get to and is always a great event.

We also have the Slot Car Festival in May at Gaydon, now a two day event and one I hope will build on the success of previous years and one I am sure I will be at along with other members of the Club of course.

To conclude then, we were hoping to have the final draft of the Constitution sorted out for this month, but regrettably this is not the case, as the people preparing and reviewing it have had a few other personal issues to deal with recently and I have not received the final version, I hope to have something in the next Journal, which should be the final version, and includes changes that a few members have requested. Then it is over to you, the members to confirm your agreement to it and so we can then get on with the main Club business of slot cars for 2014!

Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsccl.co.uk

By Pete Simpson

For the first year since I've been privileged to compile the monthly "Messages" article, the entire range of solo cars was available before the year end. And not just by midnight on 31st December – but before the end of November.

29th November

The delivery schedule for the year always looked to be good: as I'd reported, many of the prototypes and approval models were available for me to photograph very early in the year. Indeed, for a few months in the middle of the year, I had to ration the content as it was apparent that I would be in danger of having nothing to write about by November: I hope the last few reports didn't appear to contain too much padding!

17th December

And so onto the last milestone of 2013: the 2014 catalogue. The planned announcement day for this year's range was, quite coincidentally, the day before my visit to Margate. I had planned to sit up until midnight on Monday 16th to see the announcement on the Scalextric website but, having witnessed that the Hornby railways range wasn't revealed until during the morning on Monday, I waited until Tuesday morning knowing that I'd have plenty of opportunity to analyse the new additions in preparation for my visit.

2014 Overview

All indications were that this year's range was already off to a flying start as, although sworn to secrecy, I'd been honoured to see a couple of



the new prototypes as early as November. Now all can be revealed. When I arrived at Margate, Adrian presented me with this year's catalogue so we could review the range in its entirety, trying as hard as possible to avoid the inevitable temptation to skip to the more exciting releases and risk missing anything: we had to backtrack several times.

The catalogue details the sets, solo cars and accessories very clearly with just enough detail to make it an interesting read without appearing too clinical. Don't be fooled that all the photographs are of the actual models: several are very convincing manipulations of real cars.

If my calculations are correct, a total of twelve new mouldings are planned across the ranges, which, once translated into Super Resistant and High Detail versions will again result in a lot of new models. Once the reliveries of previous releases are counted the total of 1/32nd scale solo cars sums to sixty six. On top of this there will also be several collectors' edition twin car presentation sets and a few cars that are unique to this year's sets.



My own new-car wish has come true: Frank Gardener's SCA Camaro from 1972 will be released as a prequel to last year's representation of the 1973 car. With a few decals applied to the white USA release, all three variants of this impressive car can now be collected.

Unfortunately some old favourites have been retired and one car that was new last year will not be continued into 2014. The Dodge Charger Daytona 500 will be not seen again due to adverse comment on the means by which the revised version had been created.



The prices seem to make more sense this year with the HD cars retailing at £40, the majority of the SR options at £35, a few plain SR cars, such as the Audi R8, at £30 and the generic Start cars at £20.

For fans of Americana, the Dodge Charger, Challenger and Ford Cougar will all be available



with new paint schemes representing a selection of road and race cars: at last the UK gets a Charger with lights! Don't be too alarmed by the catalogue image of a Challenger T/A without the appropriate bonnet scoop: all will be hunky dory when released. No news on USA only releases at this time but doubtless there will be a few, maybe both fully decorated and in plain white. Similarly, the Australian V8 Supercars have yet to be announced: more uncertainty here with the withdrawal of Ford.



For anyone that has adopted all things Lotus as a theme for a collection, it could be an expensive year: new liveries of the existing Evora, new mouldings for the Exige in both circuit and rally guises, another 49, 1970s F1 cars, a modern era F1 and even the return of a close cousin with a new Caterham Seven. The contentious subject of cigarette advertising on toys has been avoided by emblazoning the Lotus 72 models as "Classic Team Lotus": not technically correct but a necessary compromise if Scalextric are to release models of these iconic cars.

There is a themed collection entitled "Legends" which will cover several prominent Grand Prix cars of the past from 1956 to 1978, some as solo releases and others as twin packs. This will include the release of a new moulding as well as those short-lived high front wings: the McLaren M7C.





Thankfully, for some, yet another 1966 GT40 will be released: the pale blue #12 car entry of Comstock Racing Team, driven by Jochen Rindt and Innes Ireland which failed to finish having qualified in 17th place. Even better news is that this, and all future GT40s, will be DPR with the latest round guide assembly thanks to an investment to update the floor pans. I'll need to check my data but I think that only leaves two cars, numbers 14 and 60, which have not yet been modelled by Scalextric. So, with the models being given a mid-life update, there is a strong possibility that these may yet appear.



The 1969-shape Camaro and the 1970 Mustang will also be modified to DPR and current guide specification so both can be expected to continue for a few years yet.

One new model already earmarked for a conversion is the VW Camper: sitting just as it left the factory, to please many traditional owners, it is crying out to be slammed, along with the Beetle, although trying to create the archetypal excessive rear negative camber may be a challenge too far. These two will be available as solo releases as well as in a "Sand and Surf" presentation set. For VW and Rally



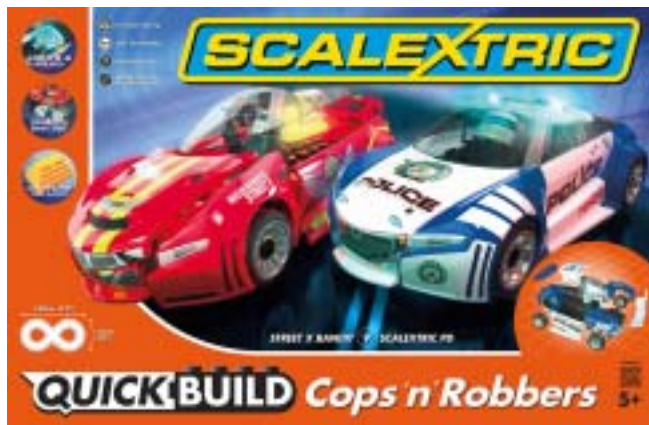
fans alike, a new Polo WRC will be produced in both HD and SR versions. Other Rally cars will include new versions of the Metro 6R4, Ford RS200, Ford Escort MK2, MINI WRC, both versions of the Audi Quattro and a newly modelled Lancia Delta S4. Others may have produced this one before, but surely not as accurately as Scalextric!



Pride of the new stable must go to the Bentley Continental GT3, again available as HD and SR versions. One livery has been revealed but the second is still to be announced, hopefully representing a real 2014 race entry.

The "Start" track system has been abandoned but the cars continue as good value entry level cars. An alternative cost-reduction scheme has been employed with the introduction of 90 degree R2 curves and slightly longer straights, power feed sections and lap counters which significantly reduce the piece count for the smaller layouts: an entry level set with two Start cars should retail for about £50.

For the younger enthusiasts, a second 1/32nd scale Quick Build set will be released with great fun being provided by driving a police car to stop a robber by gradually demolishing the car! Micro also offers a two-car Quick Build option which has enough interchangeable parts to produce four variants. The Micro range will



include new sets containing Audi R8s, Bugatti Veyrons and Simpson F1 cars (I waived my normal licensing fee on this occasion). This year also witnesses the return of solo Micro cars to the catalogue: two US Stock cars, which the less informed could erroneously mistake for NASCARs, and two GT racers similar in shape to the Start GT cars.



A big revelation for the year is the introduction of a new race control system, Scalextric RCS, which connects by Bluetooth to hand-held SMART devices to transmit race data and configuration. The three versions, “One”, “Air” and “Pro”, offer different levels of functionality from basic analogue with conventional handsets to wireless handsets and

onto full six-car digital, all featuring advanced race setup and car performance options. There is already a plethora of details on the website and doubtless a full review will feature on each of the sets in the Journal when they become available later in the year.

As in previous years, I'll provide more details of each car as I see the approved models at Margate throughout the year. If I can provide release dates I will but please don't depend on my announcement prior to trying to purchase: let your friendly trader know of your wishes early so that Scalextric can obtain data on which to plan production quantities.

18th December

My last visit to the factory for 2013 demonstrated just how far advanced the new range is as several models had already progressed to the approval stage. Whilst these were all reliveries of existing models, there were also two prototypes of this year's releases which were sufficiently advanced to be driven round the track without too much concern regarding causing undue damage.



Although I cannot yet forecast which will be the first car to arrive in the shops, one of these three is likely to be a candidate. C3486, Jaguar D-Type is, somewhat surprisingly, the first solo release to appear in British Racing Green. It represents the sole works Jag driven by Mike Hawthorn and Desmond Titterton at Dundrod in 1955. Unfortunately they failed to finish despite having avoided the tragic seven car accident that claimed the lives of Jim Mayers and Bill Smith. Having set a new lap record and settled for second place behind Stirling Moss's



faster Mercedes 300 SL, the car span out of control as a result of the crankshaft braking, cracking the sump and depositing oil on the rear wheels. In this one race, Mike Hawthorn lost three close friends as late in the race R.L. Mainwaring crashed his Elva and died in the ensuing fire. This is now one of very few cars in the latest range which will not be DPR but on the plus side it does have very effective lights front and rear.

The first MINI to appear, C3528, will be the



car of 2012 JWC class winner of Lee Allen as run in the 2013 season, carrying the prized race number one.



To maintain the interests of GT racers another example of the GT1 specification Corvette C6R will be released in HD format: C3390. This version is of the car entered by the Belgian PK Carsport team and driven to a win by Mike Hezemans, Anthony Kumpen, Jos



Menten and Kurt Mollekens at the 2009 Spa Francorchamps 24 hour race. Anyone that has witnessed one of these accelerate out of a slow corner has to be impressed by the sheer grunt of the Chevrolet 7 liter V8's 600 BHP. These racers certainly represent a different approach to the high revving European race engines in much the same way that the GT40s challenged the Ferraris back in the 1960s. The model is High Detailed with front and rear lights and is DPR.



Finally, how many spotted this set on eBay at £30? It's not one produced by Scalextric but seems to contain two unique cars. Any information would be most welcome.

Next month it will be back to normal with details on more cars as they are presented for factory approval. ■



HAPPY NEW YEAR! I trust you have all enjoyed the festive break and had your slot car wishes fulfilled. 2013 saw some wonderful releases and a landmark celebration of Ninco's 20th Anniversary. I am sure we'll see some great new cars and innovations in 2014 as Ninco continue into their third decade of slot.

Ninco Club Car

On pole position this year is the exclusive Ninco club car. The sixth in a collectable series only available to Club Ninco members, the Corvette in 'Ninco-1' trim, can be purchased directly from the Ninco website. If you are not already a member, registration is easy and membership is free. The first in the series was released back in 2003 in the shape of the Subaru Impreza "No.1" (50293). A year or two later, the popular JGTC releases led to the Honda NSX being selected as the "No.2" club car (50372). Ninco's



Mosler found favour with many GT endurance racers throughout the mid-'noughties' and so deservedly became club car "No.3" (50411). The GT theme stayed with "No.4" (50443) seeing the unique club livery adorning the Ascari KZ1. The Megane Trophy club car "No.5" (55063) was released as the first from the Ninco-1 range and the latest Corvette "No.6" (55091) follows suit. Although the first three are now difficult to find, cars four and five can be purchased alongside the Corvette club car via www.ninco.com – all models add up to an ideal series to start collecting!

Auto Express award

The miniature world of slot car racing recently found a place in Auto Express; a publication with closer links to the full scale world of cars. On the run up to Christmas, they "road tested" a number of slot car sets and graded them according to their ease of assembly, fun factor and value for money. I'm pleased to report that Ninco's "Top Speed" (20175) set took the top podium spot, beating the competition on all counts. The "Top Speed" set includes two detailed Mercedes SLS race cars, 9.2-metres of



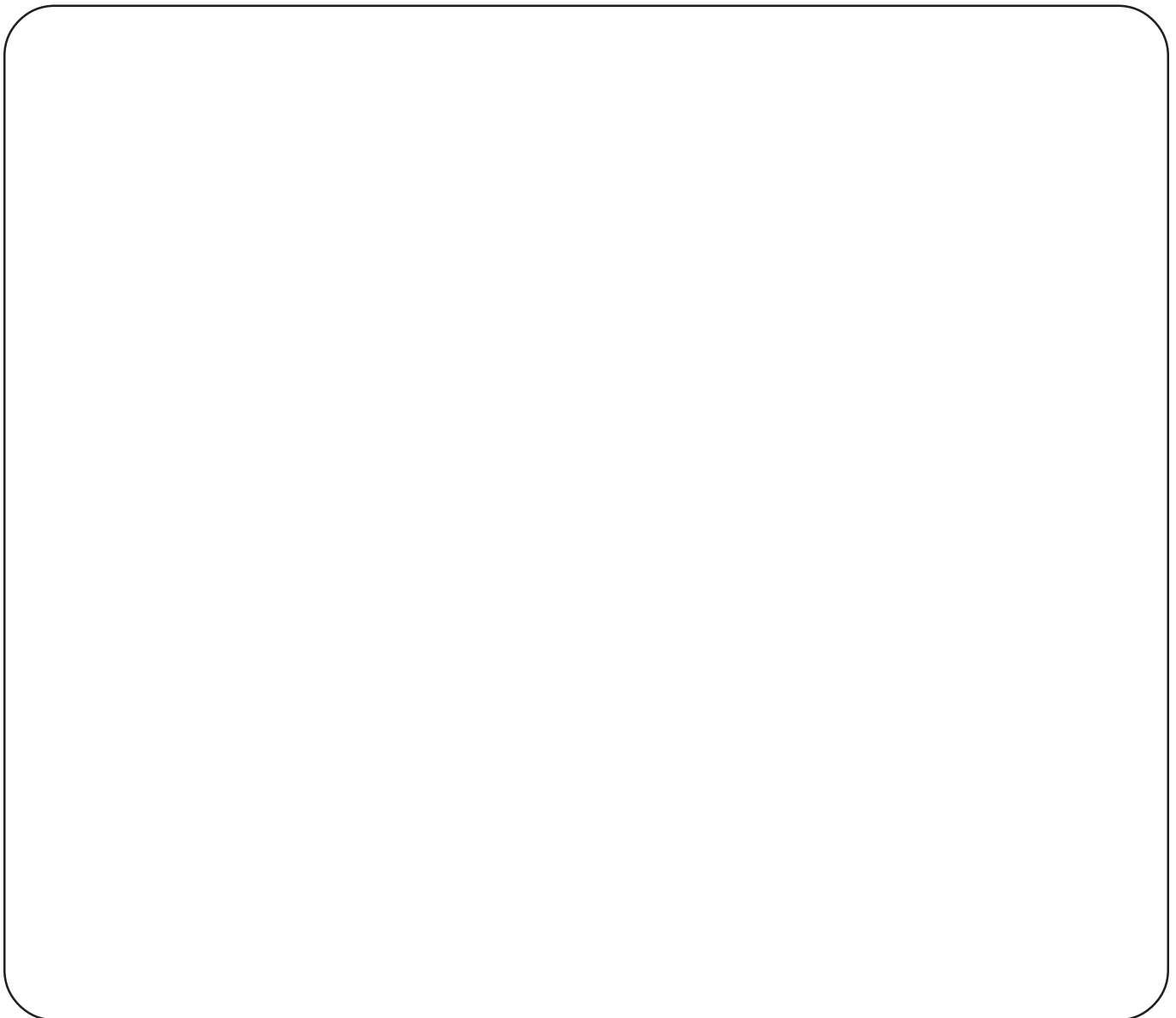
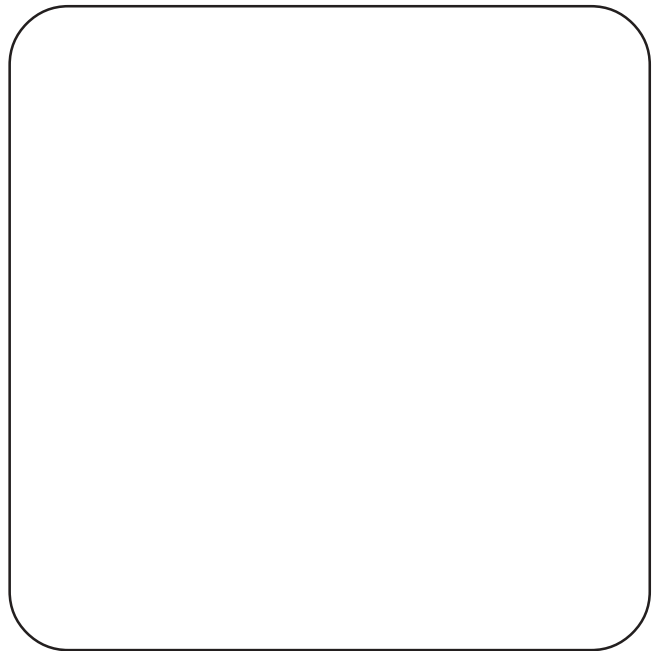


track and two wired 55-ohm controllers. The set is also available with wireless controllers in it's Wi-Co (20176) form.

NWC'13 Report

And finally, Colin Spark's report on our venture to represent the UK in the 2013 Ninco World

Cup was omitted from last months Journal due to lack of space, so instead, it appears this month... Enjoy! ■



NWC'13 - Flying the Flag at Estoril

By Colin Spark

One Sunday evening way back in the summer, I received a call from my good friend and slot car buddy, Peter Solari. He seemed more excited than normal and immediately posed the question "How do you fancy representing your country in the Ninco World Cup?"

I was momentarily stunned. Me? In an international race? There could only be one answer - "Yes!" And so Team UK was born. Peter also approached his long term pal Paul Leagas, who I've raced with in the past, and of course he wasn't going to miss an opportunity like this either.

As is the way with the NWC, everything is kept under wraps until about three or four months before the event. Now it seems, according to some of the negative posts I saw on Slotforum, a few people have a problem with this. Personally I thought it was exciting, as we now had a limited time to get ourselves organised and build a race car and a spare car.

We were going to call ourselves 'The Loft Boys', as we all used to race on a Friday night in Paul's loft, but felt it probably wouldn't translate too well into Spanish or Portuguese. I think 'Last Chance Heroes' would have been apt but of course 'Team UK' made more sense.

Without wasting any time we started to get organised. Thanks to Peter's organisational skills, flights were found at a reasonable price with SqueezyJet and our individual rooms were booked before the hotel became full. The hotel was subsidised by Ninco and made our rooms extremely affordable. Read on to see the shocking truth.

We are all busy people but we managed to meet up one Sunday in October and thanks to Paul's contact with a local school and Peter's

extensive stock of Ninco track, we made a test track in the school hall and set about building and testing cars.

The car, set by Ninco, for the event was the Audi R18 LMP. Again, Peter had organised three Pro Race cars and a shed load of spares. After a very productive couple of hours we had a good race car and a comparable spare car. Loaded with every Ninco race part we could use they performed superbly. We then arranged to meet the following Wednesday evening at my local club to give the cars a good work out on the 100ft routed track. Obviously they were going to handle differently on Ninco track but this was all about getting them run in and identifying any major problems. A few minor tweaks and all was good to go.

Friday 22nd November (*my 56th birthday*) arrived and three little boys were very excited about flying off to Estoril for the 2013 Ninco World Cup. A traffic free ride to Gatwick left us with time for birthday beers before the flight. Everything went well, take off on time, smooth two hour flight, straight through arrivals and into a waiting hire car.

As we left Lisbon airport we realised, in the dark and pouring rain, that the Portuguese style of driving is, shall we say, a little different to ours. The thirty minute, seventeen mile journey to the hotel, took one and three quarter hours in the most horrendous traffic, I'll never complain about the M25 again!

Arriving at the superb Hotel Alvorada we discovered it was 70% full with NWC attendees. Opposite the hotel was the biggest Casino in Europe, all flashing lights and doormen. Everything from a knackered Fiat to the latest Ferrari were parked outside. A quick pizza and a few beers at a nearby restaurant satisfied our





hunger. It was 10.30pm and we were all shattered so we did the obvious thing – we went to the casino! After several cocktails served by some very pretty girls, a live band and a good laugh we headed to bed at 2am.

Saturday morning was free time so a pleasant walk along the seafront, a coffee and a quick recce of the venue. Our biggest problem was that our controllers were wired with 3-pin plugs and the World Cup circuit required “DS” sockets. All was sorted by a very friendly local, Rui Pinho, who owns a hobby shop and our thanks go to him.

3pm Saturday afternoon saw the start of practice on the two mirror image 8 lane circuits, built specifically for the occasion. Heats of five minutes were held so that we could all get used to the layout and lane change system. Pit tables were lined either side of the circuits with two teams per table. Behind us were a couple of really nice guys from South Africa and their team leader, Ruaan, also owned a hobby shop.

Our pit sharers arrived and set up next to us. Yes, we were paired with the event favourites, Palau from Barcelona. I have to say that it was



at this point that I think we all realised we were still going to be The Loft Boys. Actually, The Lost Boys!

As Team Palau unpacked I hope our jaws didn’t quite reach the floor, but it was damn close. First out of the bag – headsets with microphones, followed by a white leather driving glove for one’s trigger finger! Whilst this tickled me, no one else seemed to be amused by this. Then I realised, there were other closet Michael Jacksons amongst the other teams. More headsets appeared along with whizz bang controllers – all knobs and dials, whereas Team UK were just three knobs with a fresh packet of Fruit Mentos.

6pm and practice was over. Now the serious stuff. Two teams at a time had to present their race cars, body off, motor and rear tyres removed, to the two Ninco tech guys. Having chosen a motor and a pair of tyres from a pile, the car had to be built in front of the techs and then it was into Parc Ferme. Stops any cheating, that’s for sure.

Next was qualifying. This was to ➡➡



TEAM	DRIVER	SUPERPOLE	TIME 1	TIME 2	POS
1 SPAIN PALAU	BEAS PORTA	9.88	9.90		1
11 PORTUGAL TRIGER	FILIPPE CHIFFE	9.89	9.90		2
20 PORTUGAL 22 TEAM MIT	LIMA AZEVEDO	9.89	9.90		3
8 CAT JUNIOR BANYPOLES	JOHN DUCRET	9.95	10.01		4
13 SWEDEN SPAN	OSCAR GREGORIO	9.98	10.04		5
19 PORTUGAL TEAM	DAVID FERREIRA	10.04	10.04		6
10 RALD CAR ROP HAZEN	PIEDRO DUARTE	10.26	10.27		7
7 THE ISLAND SPAN	PYAN PEREZ ORTIZ	10.21	10.21		8
3 SOUTH AFRICA	ELIJAH YERGIN	10.22	10.23		9
14 FRANCE	RAFAEL BOURGON	10.21	10.25		10
12 PORTUGAL JUNIOR TEAM	BERNARDO LEMOS GOMES	10.32	10.33		11
4 ITALY	MAX HERRICH	10.40	10.43		12
6 AUSTRIAN JUNIOR	ALVARO BICY	10.41	10.50		13
9 PORTUGAL 1000WATTS SLOT TEAM	FRANCISCO CHETWICK	10.46	10.57		14
5 UNITED KINGDOM	PAUL LEACH	10.57	10.53		15
1 BELGIUM					
17 GERMANY					
18 THE NETHERLANDS					

determine which lane you started on and was a bit unnecessary as we had to race all lanes, but it gave the evening an edge. Peter and I voted Paul and he was brave enough to stand up in front of all the other forty two competitors and run the car on lane 12 for one minute to achieve a best lap time.

As Paul pulled the trigger on our no-knob and dial, standard Parma Plus controller, the car stayed motionless, on the start line – *panic!* Ninco tech guy helped us out, (which is not in the rules) and after some precious minutes had passed, a top driver from Palau jumped in and caressed our car into life, literally. We've no idea what he

did. It was running like a bag of nails and he just passed his hands over the rear of the chassis and as he did it all went quiet and smooth – gobsmacked!

Back on track with a working car and Paul, now under double stress, completed our qualifying run. Posting a best lap time of 10.67s, it was just a second off the Pole Position time set by Palau. We were to start the race in lane 10, a middle lane, so good news.

We arrived back at the hotel at 9.30pm and so revisited our favourite Italian restaurant run by a Persian, from the night before. We had a good laugh with the owner, who insisted that as we were such nice people we should have a drink with him. That done and a very early start of 6.45am awaiting us we did the obvious thing – Casino! Three cocktails, more pretty girls and live music and a 3am finish. Peter received a Tweet from a friend saying we were more James Hunt than Nikki Lauda – how very true.

Sunday saw us up, bright and early, breakfast, check out and first team at the track. After an initial thirty minute warm up the race was on and at 9.15am the 2013 Ninco World Cup began. Each heat was to be eighteen minutes long, so one of us drove, one marshalled and one pit crew.





After the first heat there was a power problem on lane 9 and after its rectification the race was started again. Poor Paul had to repeat the first heat, so he started the day with a thirty six minute drive after four hours sleep. I was marshal and struggled to keep my concentration up for thirty six minutes, but we managed and the event was trouble free from then on.

As the hours rolled by and the lap counts headed towards 1,000, South Africa had a massive shunt into the back of our car. We remained damage free, but South Africa were off with a missing screen and a busted chassis. After some labour intensive repairs we were only 23 laps behind them and feeling quite confident.

However, Ruaan and his co-driver pulled out the stops and gradually made the gap bigger, finally beating us by 60 laps. On the last heat we



both completed 87 laps but weren't even close to the top teams, Palau completing an amazing 105 laps in that heat.

As the clock finally beat its last second of the race, we crossed the line having completed 1,291 laps in 6 hours. The winning team, Palau completed 1,556 just 12 laps ahead of Team GT from Portugal.

Italy managed a commendable 6th place with France in 8th, South Africa 14th and Team UK bringing up the rear. The rest of the places were either Spanish or Portuguese teams. The day rounded off with everyone being presented with a Ninco 20th Anniversary McLaren F1 GTR and of course silverware for the winners.

Team photos and a group photo done it was time to say our goodbyes and head for the airport, tired, hungry and wondering how we were going to get three presentation cars into our already full hand luggage.

In conclusion, this was the best weekend's slot car racing I've ever experienced. The organisation was exceptional, the other competitors were very friendly and helpful and we never felt out of place. Tomas from Ninco said to me "We're very glad the UK are here, after all you did invent slot cars." How nice!

So, it wasn't about winning, it was about taking part and we sure did that. I can't thank Peter enough for all the organisation, keeping in touch with Ninco and giving me a birthday to remember for the rest of my life.

I'd also like to thank Ninco for organising the superb hotel. Twin room, en suite each, balcony overlooking the casino and the sea, bed and breakfast all for 32 Euros a night! Beat that Premier Inn!

One final comment for all the whingers I meet who just love to criticise the Ninco brand. 15 cars completed 21,685 laps virtually nonstop over 6-hours and not one single break down! Nobody fussed about cleaning tyres or complaining about grip or power drops. Each team cleaned their braids once, maybe twice and that was it. I think we can learn from that for the future, and I for one will certainly enjoy attending again next year, assuming of course that I am asked! ■

Happy New Year everyone! By the time you read this then hopefully everybody will have had some small plastic fantastic wheeled surprise or two at Christmas and maybe looking at another car or two in any January sales that any dealers may have and decided on a new Slot.it car or two? There are a few to choose from at the moment, either newly released or soon to be available at a slot emporium near you or indeed, your computer screen:

SICA08A Slot.it European Endurance Championship black Lancia LC2 Totip car, out now but not generally available, find one if you can!

SICA08d Lancia LC2/84 No.29 Totip - Imola 1,000KM 1984 - available now.

SICA14e Nissan R390LH LM88 No.31 - new version just announced— no release date yet.

SICA18c Ford GT40 No.40 1,000Km Spa 1966, British Racing green – this month's review car!

SICA26z McLaren M8D/E white kit - available now.

SICA27a Matra-Simca MS670B No.8 Le Mans 1974 Gitanes - available by the time you read this?



This month I thought I would give you a review of the newly released SICA18c GT40 in British Racing green as kindly supplied to me by Adrian at AB Gee. This is the third Slot.it

release of the GT40 MKI with SICA18a red Alan Mann Racing Sebring 1966 and yellow SICA18b Le Mans 1968. There are also two GT40 MKII versions available; SICA20a blue Le Mans 1966 and SICA20b white/black Daytona 1966, but with many liveries to choose from there will be a few more GT40s to come from Slot.it yet so everybody will be able to pick up a version or two. In particular watch out for SICW16 Ford GT40 Limited Edition, No.9 winner from Le Mans 1968 in Gulf colours due sometime in 2014 and sure to sell out immediately! Pre-orders a must for this I would think?

On to this month's review car which is the SICA18c British Racing green 1966 1,000Km Spa-Francorchamps GT40 MKI driven by Peter Sutcliffe and Brian Redman to an excellent overall 4th place finish. The British team of Peter Sutcliffe Limited owned and raced chassis number #1009 which was also registered in Johannesburg with registration number TJ3 406 which is faithfully reproduced on the model. Chassis P/1009 raced between 1965 and 1969 and the chassis was a steel semi – monocoque construction with the body made of fibreglass. The engine was derived from the one used in the AC Cobra with a cast iron block and head, naturally aspirated 4.7 litre V8 with 2 valves per cylinder operated by a central camshaft with push-rods. The gearbox was a ZF 5 speed and the brakes were vented discs on all the four wheels.

I expect everyone knows that the Ford GT40 is one of the most famous cars in Le Mans history and was built to “stick it” to Enzo Ferrari who pulled out of selling part/all of Ferrari to Ford in 1963. The car was primarily built for racing but also for road circulation with the ➡➡

name 'GT40' derived from the height that the car stood above ground, which is 40 inches. Ferrari won Le Mans consecutively from 1960 to 1965 and then the GT40 won from 1966 to 1969 so satisfying the Ford management of Henry Ford II and Lee Iacocca who had been instrumental in attempting to buy Ferrari in the first place. The first win in 1966 was with the MKII version, 1967 with the MKIV and in 1968/69 with the MKI. The development of the MKI was carried out mainly by Ford Advanced Vehicle in England who were joined by the famous racer and tuner Carroll Shelby in 1965.



On to the review model then which is a simple British Racing green colour all over with four large white circles with the race No.40 placed in three of them. Not sure why there is no number in the tail circle but it was probably not required for this particular race. Other markings, well there is a yellow bar across the top of the front grill, the number plates in the middle of the bonnet area and at the rear with the only other markings being along the sill area of the car between the wheels. This consists of a thick white line and a thinner white line above and below with the words "Ford" and a Union

Jack near the front wheel arch – that's it. No advertising as is standard today in motor racing as this did not really take off till the early 1970s and some might say that the cars look purer for it. Now I did a lot of searching on the internet but came up short on many pictures for this one but it all appears to be correct to me from what I did find.



Inside is the complete driver of Brian Redman in white racing overalls, white helmet with Union Jack and a four point racing harness. There is a full seat next to the driver and when you look inside you can see the wide sills and complete dashboard instrumentation which looks great but is very hard to see. There is a single black wiper blade and the dual fuel filler caps are nicely picked out in silver as are the door handles and the bonnet and boot catches front and rear. At the rear are four red lenses (two either side) and twin silver exhausts protruding from the central rear aperture. All the grills, air vents and other cut outs on the model appear correct and the rear window, side windows and headlights have little silver dots to imitate the pop rivets holding in the aforementioned parts – very nice. The wheels are silver in the correct multi-spoke design and the tyres have a tyre tread pattern on them with the words "Dunlop" written on the side walls. Any other details? Just a shield type marking on the driver's side door only with two Union Jacks at the top and some sort of symbol in the middle and that's your lot!

So, being as there was not much to say about

this particular model I thought I would compare it to the other two SICA18 variants expecting them to be identical, but how wrong was I! Yes they are different colours with the SICA18a Alan Mann car being a lovely deep maroon all over with twin gold stripes centrally placed across the whole car and the SICA18b being a very vibrant yellow with minor advertising on it but the differences go deeper than that, much to my surprise, which just goes to show how much effort Slot.it go to making cars as accurate as possible within price and detail limits.

I will highlight the differences for each car which hopefully you will be able to pick out from the various pictures in the article. SICA18a has gold wheels with silver spinner “knockoffs” that are the same design as SICA18c but with “Goodyear” tyre markings and the same tread pattern! The bonnet area has the same two fluted indents but this one has four silver bonnet catches picked out at each corner and a very thick single silver wiper blade. Cockpit internals are the same but with a more detailed driver’s helmet design and a red deck with black engine cover visible through the rear window. The

biggest difference is probably the two large black air intakes on the back bodywork as well as the central grill in the rear deck area of the car. Continuing to the rear there are four light lenses (two either side) but this time the top two are amber and the bottom two are red. The protruding twin exhaust pipes are white but the three rear grill cut outs are the same. The car has all four white circles with the race No.24 on them but the front bonnet one is smaller and further towards the windscreen than the nose.

What about SICA18b? Well the front bonnet area is somewhat different with a single horizontal cut out but still with the four silver bonnet catches in each corner picked out and with a much slimmer single black wiper blade. Inside the cockpit is basically the same as the other two with a detailed passenger seat and full instrumentation but the drivers helmet is silver with a single black strip running over the top. The rear deck through the window is now silver with a black engine cover. However the engine grill detail is now what appears to be an etched metal component stuck on rather than the single air scoop found on SICA18c or the twin air





scoops found on SICA18a. Finally moving on to the rear there are the same three apertures in the rear bodywork as well as an additional horizontal cut out above them. There are also two more small half crescent cut outs either side of the single rear lenses, however, these lenses are larger and are red at the top and amber for the bottom half. The protruding exhausts are black. Moving on to the wheels and they are a six spoke design in black with three spoke silver knockoffs in the middle and silver rims. The tyres are the same tread pattern as the others with "Goodyear" on the sidewalls. All four white circles have the race No.8 in them.

As you can see, the same GT40 MKI car but putting aside decal and race number differences there are quite a few noticeable changes which make each car unique, so hats off to Slot.it for going the extra mile to make each model as accurate as possible. Guess what? The GT40 MKII SICA20a/b have differences as well but that will be for another day! For me the vibrant yellow SICA18b just wins out over the other two.



The running gear for all three models is the same, as per the information supplied from the Slot.it website, which consists of: sidewinder offset 0.5mm, V12/3 21.5k rpm motor and mounting, length 133mm, width 60mm, height 30mm, wheel centres 75mm, weight 62grams, 11/32 pinion/gear ratio, 15.8x8.2 front and rear rims/tyres and a Neodymium magnet situated in the central location in front of the motor with the option to move to two other locations, one further forward or alternatively behind the motor. The body itself is held in place by what looks like four screws, one behind the guide blade and one at the rear but the two screw holes either side of the motor mount in front of the rear wheels do not have any screws in them. The motor mount is securely held in place by four screws as per all current Slot.it cars.

Now on the Slot.it website it also mentions a "shifted pickup to improve cornering". At this point I was intrigued as I pondered what this meant as how could you improve this on a model that Slot.it had not made before? A check of all the earlier models showed that all the chassis were identical? Now, once I removed the body it became obvious. With most models chassis from all manufactures you find that the guide hole cut out is exactly that, a cut out. Some shape hole cut into the chassis near the front for the guide blade to protrude through. However, with the GT40 chassis Slot.it have cut this hole as a "C" shape with no plastic at the very front of the chassis so enabling the guide blade to be as far forward as possible. If you look

in the picture of the underside of the chassis then hopefully a picture is “worth a thousand words!” and all becomes clear? Into tuning your Slot.it cars? Then there are plenty of options to choose from as well as a handy booklet to help you that can be downloaded directly from Slot.it’s website - www.slot.it.

Now at this point I would normally trot off to the garage and my track but the weather is currently so cold, wet and miserable that I decided against it! Hands up all those who think that this Slot.it model will be just as impressive out of the box as all the others? One, twenty, hundred, OK thought so! Hmmm, that gives me a bit of space to talk about something different then...

However, just before that, what about my conclusions on this particular car: looks good, it’s a GT40 so what’s not to like apart from overall the livery is just a bit plain but accurate for the model it depicts. I’m sure it will zip round the track with no problems and tuning options are readily available for all you racers.

There are also more GT40s and MKIIs to choose from as well as others on the way from Slot.it so period Le Mans races are easily achievable with this fine range of models. Me, I can’t wait for SICW16 in Gulf colours – a must have.

Now, onto something slightly different. Le Mans Miniatures (LMM), which I’m sure all of you have heard of, now appear to be using Slot.it parts for some of their latest offerings so I thought I would share my thoughts with you on one of their current models as it is to do with Slot.it, so falls within my area I guess as one is covering LMM! I have long admired LMM cars



from a distance as generally the cost is just too much for me (typically twice that of a Slot.it car even after dealer discounts or a lot more!) to justify so I generally pick and choose the odd car that I like, nobody else makes that particular car or the “price is right!”. Now, the one I have here falls into the price bracket as well as the “I like it” and Slot.it category which is the Audi R18 TDi No.1 from Le Mans 2011 (retired lap 116 after an accident), ref. 132061/1M and it just so happens that I have Slot.it SICW12 the Audi R18 TDi Le Mans winning car from the same year to compare it to!

First off, LMM cars are resin models and so weigh quite a bit more but also the detail is a step up from most manufacturers as well but the downside, I guess, is are you going to pound one of these beauties round the track at max velocity in a race! Probably not, but now with a Slot.it power train you can, as long as your nerve and wallet can stand it! Or you could select a Slot.it option instead and save the LMM for the shelf and a life in the excellent display box that all LMM models come in. ➡➡



Looking at the cars in more detail then apart from the obvious livery details, as per the real cars, I notice that the Slot.it has a slightly longer wheel base (1-2mm) and is longer overall by about a couple of Millimetres either end but the width and height appear identical. It is once you start to look more closely at the detail that the LMM starts to stand out. Things like the correct front bonnet aerial, better scale aerials and windscreen wiper, supports under the front winglets to the main front spoiler, what look like metal etched door hinges, more accurate profile of the driver's door windows, gold coloured centre nut on each wheel and individual rivets/screw heads and lift out panel areas being picked out as well as other nice details but particularly the cockpit interior and driver (Robert Dumas) helmet design. All this adds up to make the model more accurate but at the same time double the price "so you pays ya money..." Having said that I did find one omission on the LMM, and I double checked on the LMM website pictures, and it would appear that the "Audi Sport" text and logo that should be on the fin/air intake above the driver cockpit is missing on both sides of my particular model! If anyone from LMM is reading this and wishes to send me the missing decals then please contact me and I can have a go at putting them on myself.

In the drive train department the Slot.it car is angle winder with options to have in-line or sidewinder configurations as well as all the other tuning options that Slot.it have but the LMM is fixed at in-line with no possibility of changing without major chassis surgery. Six screws hold the chassis to the body but once you have



removed this then pulling the two apart is really not for the faint of heart as I really had to give it a bit of a tug and wriggle accompanied by several loud "cracking" type noises to get them apart! But that was the easy bit! Putting the two back together was fun as I had to wriggle the two parts back together again and at the same time try to push the wires back in so as not to get trapped so not something you would want to do on a regular basis as it really is tricky, so anyone for tuning? Probably not. The other key chassis differences would be no magnet for the LMM (does it need one with all the weight?) a large cut out/missing area between the front wing and guide blade (does this echo the real cars ground effect?) and the position of the guide blade. Check out the chassis picture and you will see how far back it is compared to the Slot.it model which will probably affect the handling not to mention all the weight that the motor has to propel around and, as I have mentioned, are you really going to thrash your LMM car round the track?

OK, conclusions on this particular car: it looks fantastic and the details really are outstanding but the cost is high and so for me would only be an occasional selective purchase but well worth the initial outlay for the pleasure it will provide. Does it significantly outshine the Slot.it model? Not in all areas and as for using the car as it is intended on a model track then probably not! I will still be sticking to Slot.it and the odd LMM beauty that will be restricted to a quiet run round my track.

Once again many thanks to Adrian at AB Gee Limited for supplying the review car, additional information and his continued support to the NSCC and all its members. ■





News ahead of the Nuremberg Toy Fair at the end of January is thin, as most manufacturers like to hold back information to tell their dealers there what they are going to produce for the next twelve months.

However we do have some information on the latest releases from Fly. We have the second of the Ferrari 512BBs from Slotwings in it's perhaps most recognised livery; the Pioneer sponsored car from 1982 Le Mans, race number 71, as driven by Ballot-Lena/Andruet (W50102).

This car did not finish the race due to engine problems. The model will cost around £70. Also in this delivery is the Marlboro backed BMW M3 E30 from Jarama 1987 race number 43, as driven to third place by Perez-Sala/Grouillard (FS038103). This car will cost around £50.

A very rare car, with a little over a handful of models coming to the UK, is special commissioned car by El Corte Ingles which is Spain's only surviving Department Store chain; the biggest department store group in Europe⇒





and ranks fourth worldwide, who have been major sponsors of full sized rallies over the years. The car in question is the Lucky Strike Renault 5 GT Turbo, number 9 as entered in the 1985 Rally El Corte Ingles driven by Alvarez and Manrique. Sadly the car did not finish the event.

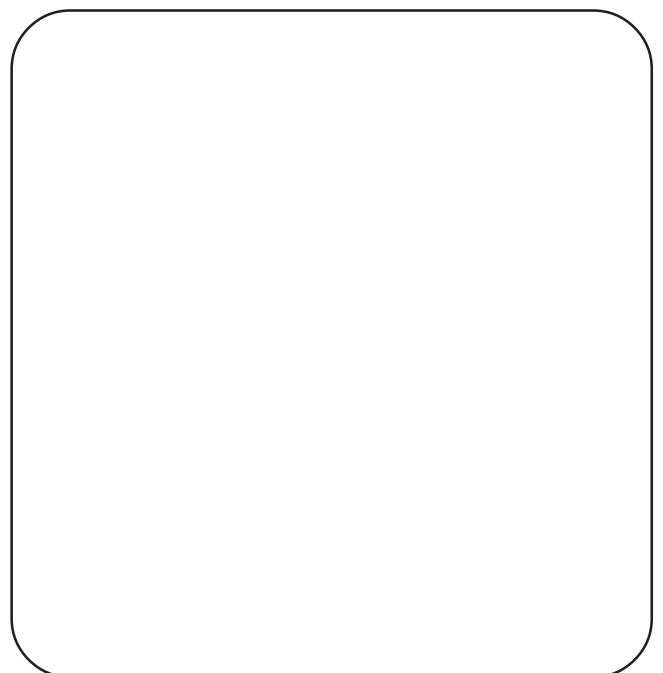


Likewise the BMW M1 Boss Edition is also going to be scarce in the UK as it was a special



commission by the German Distributor H and T. The car originally raced at the Nurburgring 1,000K in 1984 with the driver pairing of Manthy and Mertes, however the model curiously depicts it as the car entered into the same tracks DRM Revival meeting in 2009 and driven by Franz Ostermaier and carries race number 111. Regardless of the time line this is a wonderful livery for this car and the paint and tampo on this model is top class.

Thanks, as ever, to Terry Smith from Gaugemaster (www.gaugemaster.com) for his help in compiling this column, and finally a happy New Year to all readers. ■





Comunicazione



By Nic Ayre

A Happy New Year to you all and I hope Santa brought you lots of slot related items to swell your collections.

Since the last issue, two new models have been released, the rather brightly decorated Team Manthey GT3 Porsche 997 and the big news is the first of the Aston Martin Vantages available in a real race livery.



Starting with the Aston, the model is based on the Beechdean Motorsports car as entered in the 2013 Avon Tyres MSA British GT Championship and driven by Andrew Howard and Jonny Adam.

Howard won the Drivers' title after a tense season finale at Donington Park, which saw the championship title race swing to and fro as drivers picked up penalties for missed yellow caution flags, speeding in the pit lane and several teams not stopping for the minimum pit time. Adam eventually brought the car home in 4th place, which was enough to give his team mate the title.



Up to now this model has only been available as plain Test cars and I'm sure that this version, NSR1162AW will be an even more familiar sight on slot race circuits up and down the country. Hopefully the flood gates will now open as more liveries come through during 2014 and with more race teams using the Aston Martin Vantage in next year's British GT as well as other championships around the world, the options for different slot versions will be growing rapidly.



The second car released is the 997 Porsche GT3 (NSR1160AW) as raced by Team Manthey, there will be no problem spotting this car around your local race track. The car is based on the No. 8 car driven by Marco Holzer and Nick Tandy in the 2012 International GT Open series, the pair finished as runners up, just missing out on the overall championship by just one point. Team Manthey also missed out on the Teams Championship by the same margin.

Both these models are fitted with the Angle Winder King EVO3 Chassis set up so it is to be expected they should both be very quick straight out of the box. ■



100 YEAR BITS & PIECES 100 YEAR

By Graham Pritchard

Now that Christmas is out of the way then the world can begin to carry on normally again, George Turner summed it up very well on his website I thought with “I’ll be eating and drinking lots”, but now like everyone else he is back at work and making more masterpieces for us to purchase very soon no doubt. As it was Christmas then I gave George a month off from writing for us but I’m sure he’ll be back soon with more exciting news.

However, in early December I bought one of his pre-production (widened) MK1 Cortinas and as the weather was rather warmer on the Saturday than it was generally expected to be, I quickly cleaned up the window apertures etc. on the bodyshell and gave it a quick blast of paint it’s Tamiya TS-10 French Blue for the record and then left it to harden for a couple of weeks. I then picked out some of the detail and what you see below is how it has remained to date unfortunately it might be a new year, but that’s one “New Year’s Resolution” out of the window already then for me! (The cars next to it are standard Revell MK1 Cortinas so you can see just how little George has actually widened it – and if I hadn’t told you, would you have even noticed I wonder?).



Whilst our own club was closed for Christmas, my good friends Rod and Simon over at Great Barr actually opened up on Christmas Friday and fellow NSCC members Paul and Lee Pearson and myself travelled over for a bit of festive fun on a different track for a change.



The season of goodwill was evident in that Kelvin and Rich had made curries, and “Nomadic Racer” Rob Wallader attempted to become the ultimate “Curry Monster” by finishing off the left overs as only he can!

The track is actually built in Rod’s old



school classroom now I bet that can't have happened anywhere else can it? And unlike most clubs that I've ever seen, the track is also built against a wall rather than having access all around it, but with a few carefully placed marshals putting you back on when you come off is not a problem at all.



For 2014 I intend to try to feature a few of our members and other friends home layouts to hopefully help you design your own or to inspire you to build a home layout or maybe even



revamp your existing one perhaps? I always love to see the effort that others have put into building their layouts as I'll probably never do it to my own, but you never know, the more inspiration you get, the more it might just happen? Peruse the photographs and you will see what I mean by what can be achieved with a little bit of inspiration. Rod tells me that this layout was inspired by several racetracks and roads that he has been on whilst on his travels and at the end of the day it hasn't done any harm has it! By the way, the track is Ninco track – just in case you wondered.



So that's all for this month, hopefully more to report in February. ■

The 15th NSCC/ Hornby Ramsgate Weekend

By Paul Whitehouse

The Ramsgate weekend began with anticipation and uncertainty as to what to expect as I arrived at the hotel on the Friday evening, but straight away all my nervousness disappeared as I was welcomed whole heartedly by NSCC members' who were already in the pub enjoying a pint across the road, just the ticket to chill out for the rest of the evening as we talked over a few beers and some fine food.

The following day a true highlight was to come as we met at 9.00am for a trip to the Hornby factory, even before we did any racing I hasten to add. Upon arrival at Hornby's premises we were met by Adrian Norman and the rest of the Scalextric team who guided us into a meeting room which had been prepared for our arrival where we were then presented with the Scalextric concept, along with a fully detailed presentation of just how a Scalextric car is produced from inception to completion, including the CAD and design stages as well as an explanation as to the problems with licensing when these cars are made. This presentation was, I have to say well worth attending, and provided a great insight in to the design and manufacturing process. Adrian, Dale, Jamie



The various stages of producing a Scalextric car was demonstrated with samples

Stephen and Darren, the team from the CAD/ Design Department, all of who gave up their own time for this weekend, were, and you could tell, as passionate and knowledgeable (beyond expectations) as all of us who were there listening, it was great to see they share our enjoyment and passion for the hobby as they answered question after question during the two hour presentation. Once this was over we were then given a tour of the factory, which had box upon box of Scalextric goodies scattered everywhere, along with various other products from the Hornby empire! Once the tour was



Dale Luckhurst preaching to the converted



The team responsible for a great and informative presentation



Goodies galore!

completed we met back at the presentation room where we thanked Adrian, Dale and the team for a wonderful morning, but there were more surprises still in store when upon leaving they presented each of us with the new Scalextric Collectors Club Lotus Evora GT4 car and to add to this wonderful gift we were given 20% off everything in the factory shop a lovely gesture and a totally unexpected surprise.

So once in the factory shop there were bargains a plenty and with the added 20% discount the collection was added to considerably! The one down side to the shop visit was when we entered the bargain area, where Hornby had provided some exclusive bargains and heavily discounted surplus cars for the NSCC, a rugby scrum ensued as a few members felt the need to obtain as many as possible of these much reduced cars to the detriment of other Club members and also to the shock of the members of the public present



Digital racing continued into the early evening

in the room, something which I understand was discussed at the time and will hopefully be avoided in any future visits by perhaps imposing a limit as to the number of cars each person can purchase in the first instance.

Back at the hotel after lunch we settled down for the 1st session of racing over three different track layouts, Digital, Analogue and the Rally circuit, with each team taking turns. Credit has to be given to the people who spent a considerable amount of time in creating some really good challenging layouts for us to enjoy and hone our racing skills.

After three hours of racing it was time to adjourn for the evening meal and then swiftly onto the auction, some nice friendly competitive bidding for some rare Scalextric items generously donated by Hornby and some NSCC members saw the auction total rising to a very respectful total of £6,500 for Hornby's chosen charity was raised and well received,⇒⇒



And so to racing back at the hotel, Digital style



The four lane Analogue track controlled by Shaun Bennett



Meal over and after the quiz, time for the auction

some of the items worthy of mention included a white engineering sample Aston Martin DB5 which sold for £350, as did a Ford Escort MK2 engineering sample and white engineering sample Falcon XB fetched £350. There were of course more “reasonably” priced items, including decoration samples, such as a Metro



Some of the auction items kindly donated by Scalextric



A selection of decoration and engineering samples for all to see and buy

6R4 which sold for £120, a Mini Countryman WRC sold for £70 and an untampered black Lotus Evora which sold at £100. Finally we had some quality control sample cars and rarer cars which sold for anywhere in the region of £45 to £160.

The following morning after a hearty breakfast we rejoined our teams for the final days racing, some true competitive spirit shown but generally taken in good heart ensured that a good days racing entailed.

Before the racing was completed the raffle took place with some lucky members winning some truly nice prizes.



The nicely decorated and extremely challenging rally track

The final race was the ladies race and was won by Deborah Marshall with Karen Emmerson 2nd and Catherine Hill in 3rd place.

Once all the points were added up the overall team results were as follows:



SCX Skodas proved very reliable and durable for the rally event

1. Team Brands Hatch.
2. Team Thruxton.
- 3 Team Donington.
4. Team Silverstone.
5. Team Aintree.
6. Team Goodwood.
7. Team Snetterton.
8. Team Rockingham.
9. Team Knockhill.
10. Team Lydden
11. Team Croft.
12. Team Brooklands.



Deborah Marshall collected the ladies race trophy, a Ramsgate Weekend tradition, now with some nice prizes also on offer!

Each member of the winning team was given a signed Collectors' Club Mini, which was non other than Adrian Norman's car from last year, whilst all attendees were presented with the very exclusive Scalextric Caterham 7 in very nearly Gulf colours!

All in all a lovely enjoyable weekend and a big thank you to the staff of Hornby/Scalextric and the unsung heroes of the NSCC Committee, here's to next year and hopefully I get to go! ■



And so the sun sets on another great NSCC/ Hornby weekend enjoyed by all who attended!

Milton Keynes Swapmeet 16TH February 2014

By Paul Yates

The new season of swapmeets is upon us. The excellent Swindon event will have been and gone by the time you read this.

So the season opener is followed by the NSCC event held as usual at the WOUGHTON LEISURE CENTRE Rainbow Drive, Leadenhall, Milton Keynes.



We have for the first fifty members the companion car to the Ossett car, in black with gold artwork, a McLaren MP4-12C. These are only available to purchase on production of a 2014 membership card at the event. Once again, entry is free to members on production of a current membership card.

Last year we had a staggering 53 members attend the event 8-9% of the membership. This event needs your support if it is to continue to be a success so let us hope that we can increase that figure by a considerable amount. Hopefully we will have two race tracks for your use, one a Digital track and the other an Analogue where you can try and set fastest time of day with the a car you have purchased at the show.

The event is promoted and run by the NSCC so come on make it a priority in your calendar and support your Club. ■

News from the importer Gaugemaster, the fabulous Racer Fiat Bartoletti Ferrari transporter has, as expected, completely sold out and this is not surprising seeing as there were only 300 of these hand crafted masterpieces made.

New in from Sideways is the latest in their line of popular Group 5 cars from the late '70s to mid '80s. These much modded behemoths terrorised the iconic race tracks of the World during this period and bore little in relation to the road cars they were based on, although this never stopped people going to watch them. I wonder how popular a similar series would be if it were run today based on the latest sports cars and saloons.



The car in question is the Martini liveried Lancia Beta Montecarlo RCSW22 based on the car as entered in the 1981 running of the Le Mans 24hrs and driven by Beppe Gabbiani and Emanuele Pirro, the car retired on lap 47, but the sister car went on to finish an incredible 8th overall and second in class.

The Lancia Beta Montecarlo was fitted with a 1,425cc engine with a massive KKK Turbo, which sat the car in the under 2 litre/ 780kg class and with 400bhp on tap it was no slouch, later developments saw the power rise to 473bhp, which was enough to mix it with the



heavier Porsche 935s. The Group 5 Lancia Beta Montecarlo was very successful giving Lancia the World Championship for Makes in 1979, 1980 and 1981.

Although stunning to look at, these models from Sideways are serious bits of kit as a view of its underside shows and if you were not already aware, use Slot.it running gear including motors, gears and axles, so this model is ideal not only for the serious collector but also for those who want to race.



As well as the Lancia, the range includes the Zakspeed Capri, Porsche 935/78 Moby Dick and the Group 5 version of the BMW M1, and these will be joined later in 2014 by their rendition of the Ferrari 512BB. The Lancia is available now from your stockists.

Thanks to Terry of Gaugemaster for the images and information for this article and I wish you all a happy New Year. ■

When I first discovered eBay back in 2001, I understood it was an auction site. Items sold for a figure around their real value due to the competitive nature of the bidding, while some bargains were to be had if there was a shortage of bidding competition.

Auctions at Risk?

I realised this Month that this has changed now for the worse, as eBay has gradually changed into an online shop, with the majority of items not being listed in auctions at all now, but at “Buy it Now” fixed prices, a high proportion of which are unrealistically high. Granted, some Buy It Now listings have the “make a best offer” option, but that isn’t an auction, just a feeble attempt at offering a small discount in most cases. A lot of these items listed at “Buy it Now” remain unsold but the sellers don’t get the hint and reduce the price, they just re-list again at the same high price!

Of the 19,436 items currently listed in the Scalextric and Slot Car category, only 3,564 are actually in Auction format. I’m convinced more items would sell if more sellers took the risk of using the auction format and letting their items find their market value instead of just clogging up eBay with high priced items while they hope a sucker will come along and buy them. There are exceptions to the rule, and I’m pleased to report some “Buy It Now” only trade sellers do seem to peg their prices realistically, and they deservedly sell a fair amount as a result. If the trend continues though, I can see eBay losing it’s appeal as it will become just a conglomeration of individual seller’s websites or “eBay Shops” and will not offer much advantage or interest to buyers.

Top of the Pops

When discussing ideas for this column at the Hornby Weekend, my idea of an eBay Watch

top ten for highest recent sale prices met approval, so here we go Pop Pickers:

1. Scalextric Sixties James Bond Set £1,835.51 (251393287451).
2. International Engineering 1/24 Tijuana Taxi £767.03 (291029269494).
3. Racer Slot Cars Fiat Ferrari Transporter £487.00 (111239069351).
4. Scalextric Yellow Auto Union £450.00 (131063423170).
5. Scalextric (Perris/Littleton?) Black Bugatti £450.00 (221330813416).
6. Scalextric Digital Platinum Set & Extensions £445.00 (221333877176).
7. Imai 1/32 James Bond Aston Martin Kit (Built) £395.69 (171184532650).
8. Scalextric Yellow C65 Alfa Romeo £350.00 (131063423502).
9. Scalextric Green C64 Bentley with Red Wheels £350.00 (131062722234).
10. Scalextric Blue C65 Alfa Romeo £350.00 (131063423064).

Perhaps the so far unsuccessful seller of a Chrome Bentley (261355299013) and a matching Chrome Alfa Romeo (261355301304) listed at £350.00 each Buy It Now was watching the above sales.

I was pleased as Punch to pick up my own Red “Racing Classics” Scalextric Alfa Romeo this



month for just £69.62 from an Austrian Seller (190974838862).

Super Steve

My biggest surprise at the Hornby Weekend was on the Sunday morning, when Steve Cannon suddenly removed his jacket Superman-like to reveal underneath a Team Knockhill T-Shirt exactly like mine! I had no idea he was supposed to be in our team, as he hadn't taken part in the racing on Saturday afternoon.



Talking of Super Heroes, there have been a colony of Batmobiles on eBay recently, from a Triang Magicar version selling at £206.88 (301024911624) to £109.67 for a "custom detailed" 1/24 Batmobile (281217621562), £45.00 for a nice pair of Scalextric Joker's Porsche and accompanying Batmobile (161150719296), £44.95 for a similar but boxed C465 Batmobile by itself (261348398385), £44.06 for the Scalextric Tumbler and Gotham Police Car (310804080840), £43.50 for both the Polar Lights Batmobile and Green Lantern new slot car kits sold together (390649078929), £39.00 for a Batman Begins Micro Scalextric Set (251398291721) and £32.44 for a new Polar Lights Batmobile kit sold on Christmas Eve in Australia (201000838340), while they sold in the UK for £23.50 (161176630887), £22.99 (251328674083), £21.95 (310793169309) and £21.01 (310808089775).

At the smaller end of the scale, an HO Autoworld Batmobile sold for £19.99 (231102937750), while a chrome HO Johnny

Lightning Batmobile sold for the same price (231073000450). Cheaper but just as nice was a gold HO Auto World Batmobile, at £14.99 (230940219040).

Dragsters

As we blast into the New Year, straight line racing fanatics have been well catered for on eBay, with a crop of dragsters being listed. While an optimistic seller found no buyers for the original mint Spanish Corvette dragsters (370955596988 and 370955595770) he listed at £174.99 each, a similar red unboxed version sold in Spain for EU 41.05 or £34.35 in our money! (310775812759) while a boxed green version without front tyres sold in the UK for £39.97 (380740172694). An original Spanish Mustang dragster in yellow sold for £50.49 (380740238435), while a pair of boxed re-released, SCX Vintage versions of the dragsters were to be had at bargain prices, with the SCX Corvette dragster selling at £21.34 (141122952365) and a lucky bidder getting the SCX Mustang dragster for just £10.50 (141122950362).

Keep on Trucking



Scalextric Trucks were delivering the goods on eBay in the run up to Christmas. Perhaps the blue T45 Leyland Trucks are not as rare as I previously thought, as there have been a fleet of them achieving prices from £95.06 (310771902063) down to £75.00 (271323326140), £63.00 (370931355214) and £47.89 (261332701263), with a bargain £27.01 for not only a T45 Truck, ➡➡





but also a Rover Police Car, a BMW M1, a TR7, four Formula One cars, a Dunlop Bridge, Pit Stop track sections, barriers, throttles and a load of other track!

I should have bid more, but I guess the fact it was collection only from Macclesfield put myself and a few other bidders off, while not mentioning the Truck and miss-spelling Scalextric (Scaletrix!) in the listing title probably didn't help (350923656462).



A Mobil Saudia Leyland Truck together with a Low Loader sold for an undisclosed Best Offer price below £195.00 for the pair, while another Mobil Truck sold for £80.00 (271323429668) and another boxed version at £43.20 (321242176350), with unboxed versions achieving £25.00 (190925335110), and £23.22 (271305248642).

The Low Loaders seem less popular, achieving prices of £45.90 (310771901820), £42.00 (with a Yardley BRM car 301027977892), £34.33 (261314655992) while an empty Low Loader box sold for £9.50 (291025165474).



One seller had made his own Scalextric Leyland Refuse Truck, in Tango orange that looked quite realistic and sold eventually for £21.00 (111222482303). I made my own Scalextric Leyland Breakdown Truck using the top half of a Hornby Railway crane on the back years ago, but that's another story.

The Six-Wheel Scalextric Racing Trucks complete with rear wings have been available on eBay too recently, from £46.12 for a Stars and Stripes Old Glory (190947288839) to £44.00 for a Rebel Rig with three other trucks (360776715563), £42.59 for a wingless UFO (190947293825), while four of the four wheel cab units could be had for £36.00 (360776716315), or a Demon Tweaks and Valvoline pair for £32.00 (390704183539). I missed out on a Rebel Rig that sold for just £16.00 (350950516957), but did manage to secure a Knight Raider for £29.00 (281213854920).



The range of 1/32 Stabo Mobil Slot Trucks which have appeared on eBay recently look

interesting, especially the Car Transporter version which sold for £69 after twenty bids (321278157627). Other versions sold for £63.01 (Side Tipper, 4005971123138), £54.00 (Canopy Top, 321278143130), £52.00 (Container Truck, 321278141576), £33.02 (Dump Truck, 321278145758), and £26.99 (Open Top, 321278158957), while a matching Container Crane sold for £51.00 (321278167687). These trucks appear to have slot guides at both ends, so presumably can operate just as well in reverse.

If you fancy something a little faster, then the Imai Mooneyes Dragster Truck Kit may fit the bill which remained unsold at £38.00 (151184983794).

Victory

Both Steve Langford and I have noticed the vintage Victory Industries slot cars that have appeared on eBay, including a green Austin Healey that sold for £37.01 (121217591287), a red Formula One car for £34.00 (161166109453), another green Austin Healey at £29.00

(251341307844), a yellow Healey at £27.55 (301031209070) and a yellow Formula One car at £26.00 (161166108606).

With the wet winter weather we've had recently, it's not surprising some Typhoons and Hurricanes have appeared, although these vintage Scalextric Motorcycle combinations have appeared to have weathered the storms very well. A complete MC31 set was removed from sale by a seller who had listed it at £95.00 previously (231094415924). A green Typhoon sold for £28.99 (301001775488) while a yellow Hurricane achieved £95.33 by itself (310823762378).

Finally, after noting the absence of Rover Marshal's cars on eBay last month, a few appeared and I landed one at £48.00 (171181284727). Mine came with its flags, but if you've lost yours, repro ones are available at £2.45 (251409072250). Other Rover Marshal's cars sold for £43.42 (231105298238), and £100 for a boxed example that also came with a matching Rover Police Car (161155264156).■

