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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

What's Next?

So another Slot Car Festival is over, and this time we were spoilt with a two day event, which in my opinion was much better than the single day events previously held, as it allowed more time for having a look around generally and of course specifically at the swapmeet area as well as chatting to fellow NSCC members and friends alike. I appreciate of course the additional costs this may have incurred on behalf of the organisers and I hope that the attendance was sufficient enough over the two day to justify the expense. that they had a profitable event and that of course a future event will be considered.

The "NSCC Live" event went down well again, of course some of the interviews were better attended than others, which we will review of course should we be asked to do a similar thing next time, if there is a next time!

Now we have a long wait until September for the next event, being the Havant swapmeet, a new event which we hope becomes a regular feature, of course previously prior to the Summer break we would have had a Northern swapmeet, but this event, largely due to the poor attendance last year is being reviewed by us and may or may not make a come back in 2015, subject to a review of the location of the event to perhaps a more central place (Up North!), for example Leeds, the home of a previous successful event some years ago. The biggest problem to over come of course is finding a venue to hold such an event at, maybe any Northern based members can assist Paul Yates in this quest and let him know of a suitable location to be considered?

Finally, those that did attend the Slot Car Festival will have seen the prototype of the NSCC 2014 Club Car and also had a chance to pre-order one of these exclusive models. For those that didn't attend the Festival you will find more details in this Journal and also an order form for you to complete and return as soon as possible please along with your payment if you want one. These cars are limited to 250 and from feedback received may well sell out quickly so get your orders in!

Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nscc.co.uk

By Pete Simpson

I ended last month with the promise of more information on the new wireless-device Race Control System and the few changes to details in the 2014 catalogue. The intention was to offer further details on RCS™, however, I'd not anticipated the changes announced by Scalextric.

First, the easy subject of catalogue detail change. The Torana L34, C3492, will now apparently be released as a car raced by Peter Brock, although at the time of writing Scalextric have yet to formally reveal the revision, as this website photo shows.



This will doubtless evoke mixed emotions from those with diametrically opposite views: some who would collect every example of this great driver versus those that recall some of his worthy competitors. It had been announced as the number 9 Dustings sponsored car of Rod Hatfield that ran in the Phillip Island round of the Heritage Touring Car – Legends of Bathurst Championship in March 2011 but this appears to have been revised to the Holden Dealer Team car of Peter Brock and Brian Sampson as it competed in the 1974 Bathurst. Not one of



Peter's best events, despite it being the first of his six Bathurst poles, as he failed to finish, having to retire on lap 119 due to engine failure. Unfortunately, as this car carried Marlboro sponsorship, it will have to be modified in order to comply with toy regulations, probably as illustrated here.

App Race Control

So, back to RCS™, the next generation of race control packages that were announced in this year's catalogue. The more observant amongst us spotted that, towards the end of April, all reference to the new system was absent from the Scalextric website. Actually, not quite all



references have vanished as the Interim Management statement from 24th January highlights Scalextric RCS™ as the ultimate slot car Race Control System and notes that it was awarded the London Toy Fair's "Best New Toys 2014" thereby providing confidence that the apparent disappearance should not cause alarm. It transpires that a rebranding of the new range has occurred in an attempt to provide a more focused impression on the target market.

The RCS™ monicker has been replaced with "App Race Control" with the first system to be identified as ARC One. The first set, in a visually different box, will now contain two of the Start generic GT racers, enough track for a figure of eight circuit and the mobile device interface. For those who appreciate the alternatives to Apple's hand-held devices, the set will also interface with Android tablets. Anyone who attended the Gaydon Slot Fest had the opportunity to experience the Scalextric App first hand and see just how the technology is being employed to expand the target customer range of our hobby: although digital offers an alternative approach to controlling slot cars, the first App-based system provides an updated means to enjoy analogue racing.

Over the years some of us have witnessed several subtle transformations of the Scalextric logo as it has been gently realigned with the contemporary style. The latest, which is only implemented on the App-based elements, is to change the yellow to silver. Not the most radical of changes, simply a realignment of packaging with perceived current styles.

Those with sharp eyes who visited the Scalextric stand at Gaydon were treated to a prototype of a 2015 release. I was slightly surprised to see it on display as I'd been sworn to secrecy when I spotted it at Margate a couple of months ago: talking to Luke, the designer on hand to answer technical queries, it transpired that it had gone unnoticed by most visitors. Never mind, it's only a few months until the end of the year when I'll be able to reveal all.

MINI Challenge

Anyone who has been following Adrian



Norman's full scale racing will be pleased to know that he has returned to MINI racing for a third year. The team has been reformed, now to be known as "Swanflight.com TeamSCALEXTRIC", and will be managed by Rob Sims Racing. Adrian will be joined by a new companion in the BMW MINI Cooper class, Simon Walton, and the pair will be driving reliveried cars with sponsorship well known to many in our hobby: Scale Models, Pendle Slot Racing, RUSC, SLN, MPiD Design Ltd, Works Creative and the NSCC. It's especially nice to see that the orange scheme pays homage to our dedicated Dutch friends, recognising their enthusiasm and support. After the first round at Donnington in April, Adrian trailed his slightly younger associate by 16 points to 32. Unfortunately, after the second round at Brands Hatch that gap has now increased slightly to 24 points. Hopefully, these new liveries could spawn a couple of new models for next year.

MINI WRC

The latest MINI Countryman WRC, C3385, represents the car of BMW factory supported Team MINI Portugal, formed as the successor to Armindo Araujo World Rally Team. The model depicts the car as it was driven to 10th position in the Rallye Monte Carlo 2012 by Armindo Araujo and Miguel Ramalho. Comparing the car to web shots of the real car indicates that the scheme is correct. In researching this came I came across another valuable rally car resource: www.ewrc-results.com: it provides a lot of useful data on cars, drivers and teams as well as detailed results. Each model can be identified by chassis number so, if correct, race pedigree for each car can⇒⇒



be traced. This incarnation is a High Detail version so will be fitted with xXenon effect headlights, rear lights and is DPR.

Legends



Two more of this year's Legends Limited Edition releases have been approved, both of which are versions of cars that have not been available for a few years. In common with all of the Legends range of models, neither are DPR



so can only be enjoyed, appropriately, by the traditionalists with analogue layouts. The Vanwall, C3404, represents that of Argentinian Jose Froilan Gonzalez as driven in the 1956 British Grand Prix at Silverstone. Gonzalez is probably best remembered as being the first to drive a Ferrari to a Grand Prix win, achieved at the British Grand Prix in 1951. Although for much of his nine year career he drove for either Ferrari or Maserati, he also had a couple of drives in a Talbot Lago and three in this Vanwall. Unfortunately, in the British race, the car failed to make the finish.

The second Limited Edition F1 car is the McLaren M23 of Tony Trimmer, C3414, as run by Melchester Racing. Although Trimmer entered six F1 races during his career, he failed to qualify for them all. This car seems an odd choice, being the car which Trimmer DIDN'T drive in the 1978 British Grand Prix at Silverstone!

A far better subject for the Tony Trimmer McLaren M23 would have been the car in which he won the Aurora sponsored British





Formula 1 Series in the same year, again driving for the Melchester Racing team. In this series he stormed to victory by winning five of the twelve rounds. It could even have been the same car from the 1978 International Trophy Race at Silverstone in which Trimmer came third: a notable race as it was the last in the series to be run to F1 rules before changing to F2.



This is doubtless a very attractive model, but certainly one of the more obscure subjects to be chosen by Scalextric.

Evora GT4

Another of the Lotus Evora GT4 race cars,



C3504, has now been approved, this being the fifth of the six Lotus GTs expected this year. I've only tried these on the smaller analogue layout in the presentation room at Margate but they all seem to handle very nicely and would make ideal additions to any home circuit. This is the car driven by Richard Adams, Martin Byford and David Green at the Brands Hatch round of the Britcar MSA British Endurance Championship in 2012. Races in the series vary from the 24 hour event at Silverstone to shorter 240, 180 and 120 minute durations; the Brands Hatch race ran for two hours from evening into the dark. They qualified the car in sixth position, fastest of the Class 3 contenders, and were even leading the race for a short period. Although they were hampered by safety car incidents, their fourth in class meant they were leading the championship by two points and were guaranteed a championship class win with two rounds still to go. At the end of the season they had increased their lead and won the championship by just three points over the Class 1 Mosler of ➡



Javier Morcillo, Manuel Cintrano and Paul White.

Unfortunately this release is a Super Resistant version so will not be fitted with lights for night-time racing, although if the track can't be seen, subsequent crash damage should be minimal.



Maserati

The second of this year's Maserati Grantourismo MC models will represent that of Mauro Cesari and Sandro Bettine in which they contested the 2013 Trofeo World Series, C3511. Comparing images from the September race in Sonomo indicates that the scheme is accurate and that all the sponsor stickers are in the correct places.



This release is a Super Resistant version so no lights, but still a huge rear wing that could prove reluctant to remain in place if treated too aggressively.



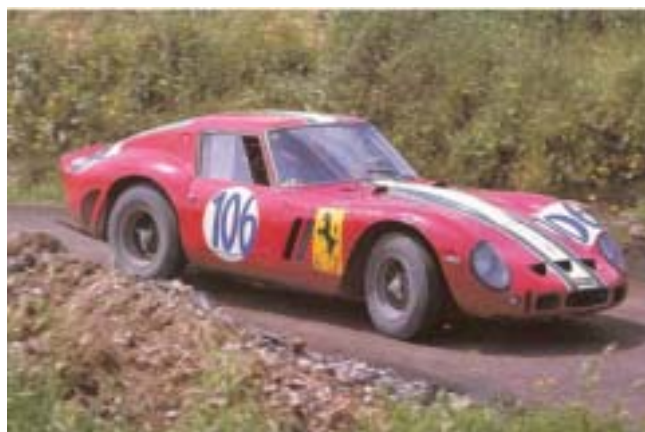
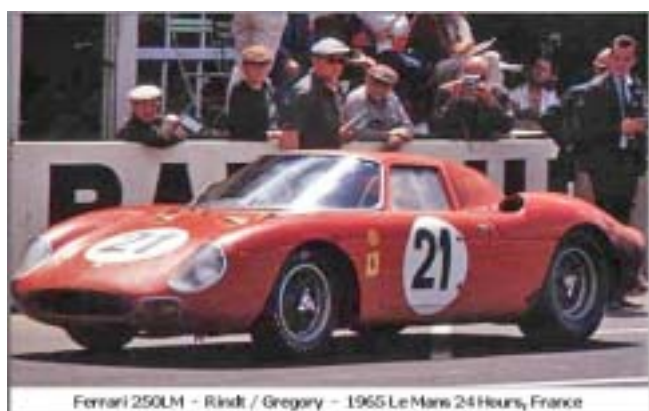
Although I adore the shape of these cars, I despair when attempting to research further details: is it just me or is this the most common page on the Maserati website? ■



We have news of the cars are due from Fly over the next few weeks with pictures of the actual cars upon which the models are based. Model numbers are also given.



FS053106 is another version of the Ferrari 250LM, race number 21. This is the 1965 Le Mans winning car, driven by Jochen Rindt and Masten Gregory. The Ferrari fulfilled its purpose by winning the race it was named after.



FS042101 is the Ferrari 250GTO as entered in the 1963 Targa Florio and driven by Von Csaazy/Hedges. Sadly the car did not start the race as Hedges lost the GTO on gravel and hit a bridge.

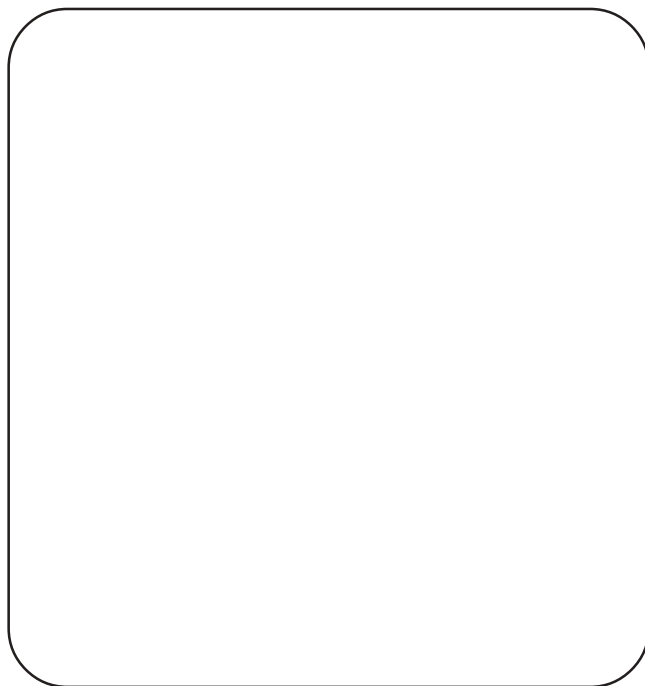


FS024101 is the Chevron B21 as entered in the 1972 Kyalami 9 hour race in South Africa, driven by John Love and Peter Gethin. This is the number 10 car which finished fifth, 38 laps behind the winner. The picture shows a similar car.

W40102 is another version of the ➡➡



Williams FW08. This is as driven by Jaques Laffite, the Frenchman, who competed in Formula One from 1974 to 1986. He achieved six Grand Prix wins, all while driving for the Ligier team.



FS049101 is the Ferrari F40 race number 44, which entered, but did not finish, the 1996 Le Mans. The F40 was driven by Della Noce/Olofson/Rosenblad.

FS036105 is the Porsche 911 RSR number 62, in Martini colours. This car was used in the April tests at Le Mans in 1973.



Hopefully we will have pictures and details of the actual models next month.

Thanks to Terry Smith from Gaugemaster www.gaugemaster.com for his help in compiling this column. ■





Hi everyone and welcome to this month's Forza Slot.it. It is now the Sunday evening of the Gaydon Slot Car Festival as I write this so I hope you all managed to get along to this marvellous event at some point over the weekend for all things slot related, pick up some ideas and maybe bag a bargain or two?

Me, I went yesterday and spent nearly the whole day there picking up tips for my circuit scenery as well as the odd car and a load of stuff from David at Slot Track Scenics who has some excellent products that we can all use to enhance our layouts. For me the highlight of the day was to manage to speak a few words with Maurizio Ferrari, President and main man of Slot.it. Mind you it took a while as there was a continuous stream of people vying for his time but I just hung around the Slot.it stand as a keen stalker till I was able to seize my chance.

What a fantastic guy Maurizio turned out to be as, after a brief introduction, he was very keen to answer questions and share with me some of the new products that Slot.it will be bringing to market over the next 6 to 12 months. Now the bad news, no notebook and pen or a camera – duh! Still I can remember all the important stuff and most of the cars and items in the display cabinets contained the cars and bits and pieces that I have covered from the Nuremberg toy fair article so not a total loss!

First up, new and probably the biggest thing that is heading our way is the four wheel drive Audi e-Tron Quattro. In one of the display stands was a working model that Maurizio dully got out, placed on the associated Ninco test track and started to zip around. Now this car had some very keen acceleration and looked totally welded to the track as it took the tight turns and

the more open ones with no sliding or tail out antics and the nose sniffing neatly round the corner before another burst of speed up a short straight and the same thing again, time after time in Maurizio's expert hands with not one trip off the track. I was then informed that the car had no magnet which made this demo even more impressive, so guess what has just gone on my wish list? I was then able to look at the car and there appeared to be very little weight gain over a standard car and what looked like twin rubber bands to transfer power from the rear axle to the front wheels. I was informed that it worked via a clutched toothed belt mechanism but sadly I was not able to open up the car for a look inside or have a test drive myself. However, I was certainly mightily impressed and look forward to the release of this car in the near future when hopefully I will be able to do a review of this car in these pages.

Next up were a couple of Policars that Slot.it now have a very strong tie in with. These are the new and soon to be released Ferrari 312PB and the March 701-711 models as mentioned in the March 2014 NSCC article. We now moved onto an adjacent Slotfire track and first out was the 312PB. Again, Maurizio expertly drifted this car around the corners and powered down the straights and the car looked an absolute peach to drive as it remained stable down the straights and held a beautiful over steer drift around every corner with no magnet in place. Just the sort of driving I like to do as well so down went another mental tick to put one of these down on my wish list as well. When released this model will be fitted with a magnet and have a complete Slot.it chassis and running gear but I must say that the detail and finish of this pre-production car was superb. I believe we should all see this car in ➤➤

the shops fairly soon and it will be totally upgradable with Slot.it's comprehensive range of racing parts.

Last but not least and Maurizio now put a distinctly in the development phase March out for a few laps on the slotfire track. Yet again this test model performed faultlessly and hugged the track down the straights and drifted round the corners as Maurizio muttered something about not being so enthusiastic with it as it was the only running model! He then stopped and pushed the rear end bodywork back on before doing another couple of laps! This pre-production model showed lots of detail that was very pleasing to see and the three variants mentioned in the March article were in the display cabinet. None of them were completely finished but the quality and detail looked excellent. The cars have the slim line F1 type motor found in the Scalextric cars and a full reproduction of the Hewland FG400 gearbox so as to fit the models drive neatly in the rear without impacting on the visual aesthetics of the model. Again, having seen the car on the track and seen the pre-production cars on display, another mental must have box was ticked!

Finally the last thing that Maurizio showed me was a new chassis. Now this chassis has been designed to be used with the Carrera range of DTM cars. Specifically, you take the body shell of the Carrera car and stick it on the new chassis complete with full Slot.it components. The really interesting bit to me was that these new chassis' will be available for you to order directly from the internet (not from Slot.it but a third party whose name slips my mind – should have taken a pen, paper and camera!) and when they receive the order they will print off your chassis using one of the new generation of 3D printers and then bang it out in the post to you. Now I had a good luck at a bare chassis, chassis with motor and also a complete car and it all looked pretty robust and with Slot.it mechanicals and the detail of the Carrera body I think Slot.it have dropped onto a real winner. No other vendors or body shells were mentioned but if you stop and think about it for a moment you can see that all Slot.it have to do now is to pick

any vendor/car that sells well and create a chassis that the body shell can sit on and then a whole new world is opened up. Printing the chassis with the new 3D printing technology should be cost effective and relatively cheap as well as printing to order so no stock left lying around. Simple but clever. Whilst still on the Carrera theme Maurizio informed me that the next generation of Slot.it chassis moving forward will be able to accommodate the Carrera digital chip with no modifications required to the chassis. Just source a spare chip, install it and away you go. This will complement the existing Scalextric SSD and Oxygen digital chips that can be placed in many of the current Slot.it range of cars.

At this point it was now time for me to move on after an all too brief but most informative chat with Maurizio as more people were waiting to talk to him. So I thanked Maurizio for his time and continued to look around the festival for the rest on my day.

So with my all to brief chat over it is now time to look at what Adrian from AB Gee surprised me with this month and what a "very" pleasant surprise it was to have too. However, the start was not so good as I arrived home one night last week to have wife V1.0 greet me with "and what have you bought now..." ringing in my ears. Obviously, I assured her I had bought nothing, cough splutter, until I thought and offered to her "it will be a car from Adrian for me to review..." and moved onto the subject of what was for tea before she pushed me any further as I was expecting something that I hoped I would be at home to collect without her knowledge!

A trip to the post office first thing the next morning revealed that it was indeed a car from Adrian and what a car, the new Le Mans Winners Collection SC18a Ford GT No. 9 24Hrs Le Mans Winner from 1998 as driven by Pedro Rodriguez (Mexico) and Luciano "Lucien" Bianchi (Italy). Except is it new? Well the answer is not entirely as this is another Limited Edition of the already released CW16 No. 9 GT40 from a few months back but with a couple of differences. According to the website





the presentation box, Scuderia Rodriguez Limited Edition and numbered credit card and inside the box you have a different picture of the car and the accompanying brief history is written in Mexican = check. Now I poured over both cars looking for any other differences expecting to find a Scuderia Rodriguez logo on the car or something else but after many fruitless minutes of looking and comparing SI18a with my CW16 I could find nothing until I noticed that the drivers overalls were slightly different, what a game of spot the difference that was! Not to get too excited but hopefully from the pictures you will see that the driver (Pedro) in the Mexican SI18a car has a blue stripe down his racing overall arms and the CW16 driver has red ones. There is also a logo (sorry not able to read it!) on the CW16 driver as well at the top of each arm. Apart from that I could find no other difference and boy did I look.

information I found it is a Limited Edition of 500 units that have been especially commissioned for the Mexican market with the differences being a Scuderia Rodriguez logo on the front of



Now at this point I guess the question is why would you purchase the same car twice? I would tend to agree that with the list price of the ➡

Mexican Limited Edition SI18a being some £7 or so more than the regular CW16 and with them both being the same car then you would probably go for one of them. On the other hand if you are a very keen Slot.it collector (I guess I might fall into that bracket?) then getting both cars is probably the way to go and having bumped into several old friends at the festival yesterday I know a couple who have already! For me, I am a very happy bunny that Adrian sent one for review (before I purchased one) and it is now sitting very happily with my other Le Mans Limited Edition series cars – cheers Adrian. As for a track test, hmmm unlikely with this one but see the earlier article for full GT40 specs and a track report as all the running gear is the same for the GT40s'. If you want your own then best to get it now as I have only found Pendle Slot Racing who currently have the car, at the time of writing this article



As a side issue, hopefully you will also enjoy my attempted recreation of the Le Mans Dunlop bridge with two Le Mans racers passing underneath in some of the pictures, all be it a couple of decades apart! I was fortunate to come third out of three entries for the Christmas NSCC quiz and this was my prize! It is the Sam's World in Miniature pedestrian bridge and I was also fortunate to have a chat with "Sam" (Jem Little) at the festival as well. His bridge had what looked like a hand rail on it so when I quizzed Jem as to why mine was missing he said "because it is not part of the kit!". Jem had added this on his own display bridge and it

certainly made it look better so I will be doing the same with a bit of Plasticard cut to size and stuck on and I also encouraged him to add it to the kit as well as it really does finish off the bridge well. Excellent product with very clear instructions and with it being made from plastic, as opposed to high density card products, then it should be quite happy sitting out in the garage on my layout, when it is finished!



Ah, so what of the other parcel I was expecting in the post then maybe one or two of you are thinking? Well it was certainly a Slot.it car and none other than the newly released CA23c Porsche 911 GT1 EVO 98 that raced in the FIA GT Donington Park 1998 race as piloted by Amin Hahne (driver) and Andreas Scheld, both German. Now I remember that Fly did a very similar car and I kicked myself for a long time for not getting one at the time as I think it is a very striking livery worthy of attention. So, when I found out that Slot.it were doing one then guess what, not for the first time in this article have I said "down it went on my





wish list!" If only my pockets were deep enough to buy all the cars on my ever growing wish list then I would be even happier.

Anyway, what of this car? Well it is the 4th of this series with obviously CA23a Porsche 911 GT1 EVO 98 FIA GT Oschersleben 1998 with A. Grau and A. Scheld, CA23b Porsche 911 GT1 Evo 98 Weissach Test February 1998 with Bob Wollek and CW13 Porsche 911GT1 EVO 98 1st 24h Le Mans 1998 No. 26 with Allan McNish, Laurent Aiello and Stephane Ortelli as the peddlers. A scan of snaps on the web seems to indicate that yet again Slot.it have come up trumps with the beautiful green bodywork faithfully reproduced along with the red and white stripes across the top of the cockpit and down the back towards the tail of the car.

As you look round the model you can see the fantastic little details of the raised lip on the chin spoiler, red towing eye poking out at the front of the bonnet, superb detail of the drivers race overalls, harness and helmet, the cockpit dashboard as well as the detail of the rear of the car with the venturi vents, exhaust pipes, rear



light clusters and other nice details tucked away under the rear deck spoiler. The other cut outs and grills seem accurately placed as do all the sponsor logos which are all very crisply executed on my model and really stand out with the mostly white and red printing on the lustre green body. The gold wheel rims with the gold lettering of "Pirelli PZero" on the tyres also complement and accurately reflect the livery of the car as it raced back then. Other highlights include the bright yellow wing mirrors with a nice mirror effect, the Zakspeed logo on the air intake above the cockpit and the GT race sticker across the left hand front wheel arch/bonnet – how do they print that so accurately? For me the whole car is just spot on and yet another superb model produced by Slot.it that is a welcome addition to my collection.



Off to the track for a quick spin and yet another, as expected, hot shot out of the box as it ripped around my circuit at less than maximum⇒⇒

speed with the magnet holding the car firmly in place which can/does make my inside radius Ninco 180° corners a challenge and can sometimes leave me bogged down if I don't get it just right with a dose of power to get me all the way round. However, remove the magnet and this becomes no problem at all and the handling of the chassis is superb and the car still zips round my layout with very little fuss although the top end speeds are obviously reduced but the pleasure of driving is increased as I can just throw the car into the corners and watch the tail drift wide – great fun. For the racers out there then I expect you will want to “tweak” around a bit to find the best combination of parts to suit your next race meeting and there sure is plenty of scope for that from the vast range of Slot.it tuning parts.



The running gear, as per the information supplied from the Slot.it website, consists of: anglewinder offset 1.0mm, flat-6 20.5k rpm motor and mounting, length 147mm, width 63mm, height 31mm, wheel centres 81mm, weight 79grams, 11/28 pinion/gear ratio, 17.3x8 front and 17.3x9 rear rims/tyres and with a Neodymium magnet situated in the rear location behind the motor with the option to

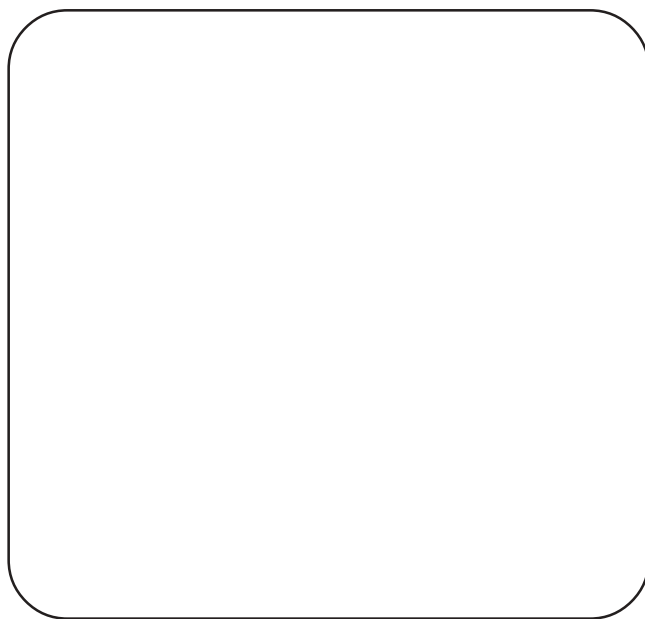


move to a second position directly in front of the motor. This is the same as all the previous versions of this model so far.

Conclusion for the 911 GT1? Certainly for me a magnificent car to get in a very distinctive livery and one that I have added to my collection with the odd home race for me to blast round the track so money well spent. Why not add one to your racing stable or collection now?

One last thing for this month is that many of you will no doubt have been to the UK Slot Car Festival over the weekend and will have purchased the now familiar Festival Car for this great event of all things slot related. Well, I did slip in that this year's car was going to be a Slot.it Toyota a couple of reports ago as Adrian had given me the “heads up” but Jeremy the Editor removed it! Anyway, the reference No. is SISC19A and the car is a Toyota 88C #36 as driven at Le Mans in 1988 but with special UK Slot Car Festival 2014 decoration. This is a numbered Limited Edition of 500 so if you have not got yours yet then they may still be some available from either PendleSlotRacing or Scale Models.

That's all for this month but once again a big “Thank You” to Adrian at AB Gee for this month's review car, Maurizio from Slot.it for being so patient and answering my numerous questions and all the people involved in organising and running the Slot Car Festival over the weekend, roll on next year's event which I'm sure will be even better. Ciao and arrivederci!■



The latest news regarding the Sideways cars is that the Yellow Ecurie Francorchamps Ferrari 512 BB/LM RCSW30 that was reported on back in the March issue of the Journal is on its way and should be available by the time you read this.



I also have the first pictures of the BASF Sponsored BMW M1 RCSW31 which will join the Group 5 range later in the year.

This model is based on the car as raced by the Sauber Team and driven by Hans-Joachim Stuck, Jean-Pierre Jarier and Helmut Henzler in the 1981 Le Mans 24hrs, unfortunately the race finished early for the team after an accident on lap 57.



Just in is the long awaited delivery of the rather sexy SCCA BRE Datsun 240Zs from Racers Silverline range.



The BRE (Brock Racing Enterprises) team was set up by Peter Brock (the American designer, motorsports writer and photographer and not the Australian racer) in 1965, working



on Hino, Toyota and Datsun's, in 1969 Brock approached Datsun and became the official factory race team racing Datsun 2000 roadsters in the '69 SCCA Championship. The team then raced the 240Z's in the 1970 and '71 seasons in the North American C Production class and beat the established 2.5L sports racers of the time such as Bob Tullius' Triumphs.

Both of the team cars are available and are



based on John Morton's red car 46 being the 1971 Championship winner and his team mates blue car number 3 driven by Dan Parkinson. The models as always feature Slot.it components throughout and are beautifully hand finished collectors pieces.

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



Comunicazione



By Nic Ayre

Lots of positive NSR news from Terry of Gaugemaster after his recent trip to Italy to compete in the NSR Classic 24hrs, a brief report from the race and some forthcoming projects in Terry's own words follows.



NSR 24hr: 2014 Team Gaugemaster Ford MkIV Race car, and back up P68 before the race

"I again attended the recent NSR Classic 24Hrs held in central northern Italy near the town of Fidenza. While I enjoy the racing the main reason for going (honest) is to maintain a personal contact with NSR and the other slot related companies that appear at the event.

First great news is that I met Salvatore's widow Geraldina who is very charming, but unfortunately does not speak any English,

however through their new project engineer as translator she confirmed that NSR is not for sale and that she will remain at the helm of the company. Their new engineer Marco is a true petrolhead and model car nut who fabricates his own high quality 1/18th cars and components through his own company <http://www.thearea71.com/> and is working for NSR on a consultancy basis. Although he has only been with them since February he has pushed forward plans for 3 new GT3 models, all due within the next 12 months.

First up and due late summer is the BMW M4 GT and rough test shell was on display at the meeting, image attached taken on camera phone.



Following this and with us towards the end of the year is the stunning McLaren MP4-12C and again there is a picture attached of the prototype above. Finally, and in time for next year's Nuremburg toy fair, will be the brand new



Gaugemaster came 4th in the race.....that's 4th from last, but it's the taking part that....blah blah!"

Yes, Terry, it is the taking part that counts...., if you need my services next year you know where to find me!

Back to the near future and this is what they have lined up for us in the next few weeks. One thing that they have done is a U-turn on the Bronze Aston Martin GT3, which had been recently cancelled. Apologies if you did have this on order before, but please now treat as a new release and re-order in the quantity you require this car being reference: NSR1169AW ASV GT3 Test Car - Bronze.



Corvette which is being launched in the States this year, the C7R. We have no details yet of part numbers, liveries, drivers or races, and please bear in mind these are rough test moulds of the projected body shells. No news at the moment of any totally new classics but Marco confirmed that they are going ahead with the be-winged Alan Mann Ford P68 project.

All in all a worthwhile trip - Oh and Team

Also due is a black Corvette C6R in a Antony Morato race livery and features the Corvette/Skull logo. Based on the MAD and Daring Team entry in the 2011 Zolder 24hrs⇒





and driven by a team of four Dutch drivers, who qualified 7th on the grid, but failed to make the finish. A stunning livery and a bit different to the norm. Reference for your ordering is NSR1174AW Corvette C6R - Antony Morato #133.



And finally there is (*everyone's favourite race livery?*) the Gulf 917K, this time a car from the



1970 Sebring 12hrs as driven by Pedro Rodriguez (MEX), Leo Kinnunen (SF) and Jo Siffert (CH), the latter was in the sister car, paired with Brian Redman, but that car crashed out after 211 laps and Siffert must have then also driven the No. 15 car to gain points in that year's Championship, the rules back then must have allowed drivers to swap between the team cars. It was worthwhile though as the team finished 4th overall, a much better result than a DNF. Reference for the record is NSR1175SW Porsche 917K Gulf - Sebring 1970 #15.



1146SW Ford P68 #58 red BOAC 500 1969 "rear wing"



STOP PRESS! Just in Details of the Ford P68 NSR1146SW. Available late May. I know this goes against the grain as NSR cars are built for racing and not for sitting on shelves, but I really think this High Wing car will be a popular with the collectors as well as the racers amongst us.



Finally just arrived are some prototype images for the proposed BMW Z4, the Corvette C7R and the McLaren MP4-12C, hopefully all three of these will reach the production stage, but in the meanwhile you will just have to content yourselves with these pictures.

Thanks go to Terry from Gaugemaster for



the information for this article and also thanks for his regular support of the NSCC, especially his recent interview at "NSCC Live" at the Slot Car Festival! ■



Here are the new releases for June from Carrera, these are 1:32 Evolution cars with the facility for digital upgrade and should be available for around £30 or less from your favourite slot car supplier.



First up, is CA27453 which is the bright red Audi A5 DTM as driven by the Spaniard Miguel Molina last year, race number 20.



Following on from this we have CA27454, which is the Aston Martin V12 Vantage GT3



AMR Bilstein, race number 97 from Silverstone 2013. Aston Martin has fitted Bilstein dampers as standard on all Aston Martin road cars for quite a while. Last year Bilstein became a primary technical partner for Aston Martin Racing's competition programme at the Nürburgring. This partnership resulted in the blue and yellow livery for the 2013 V12 Vantage GT3. This model replicates the car that won the home round of the Blancpain Endurance Series (BES) at Silverstone in June last year.



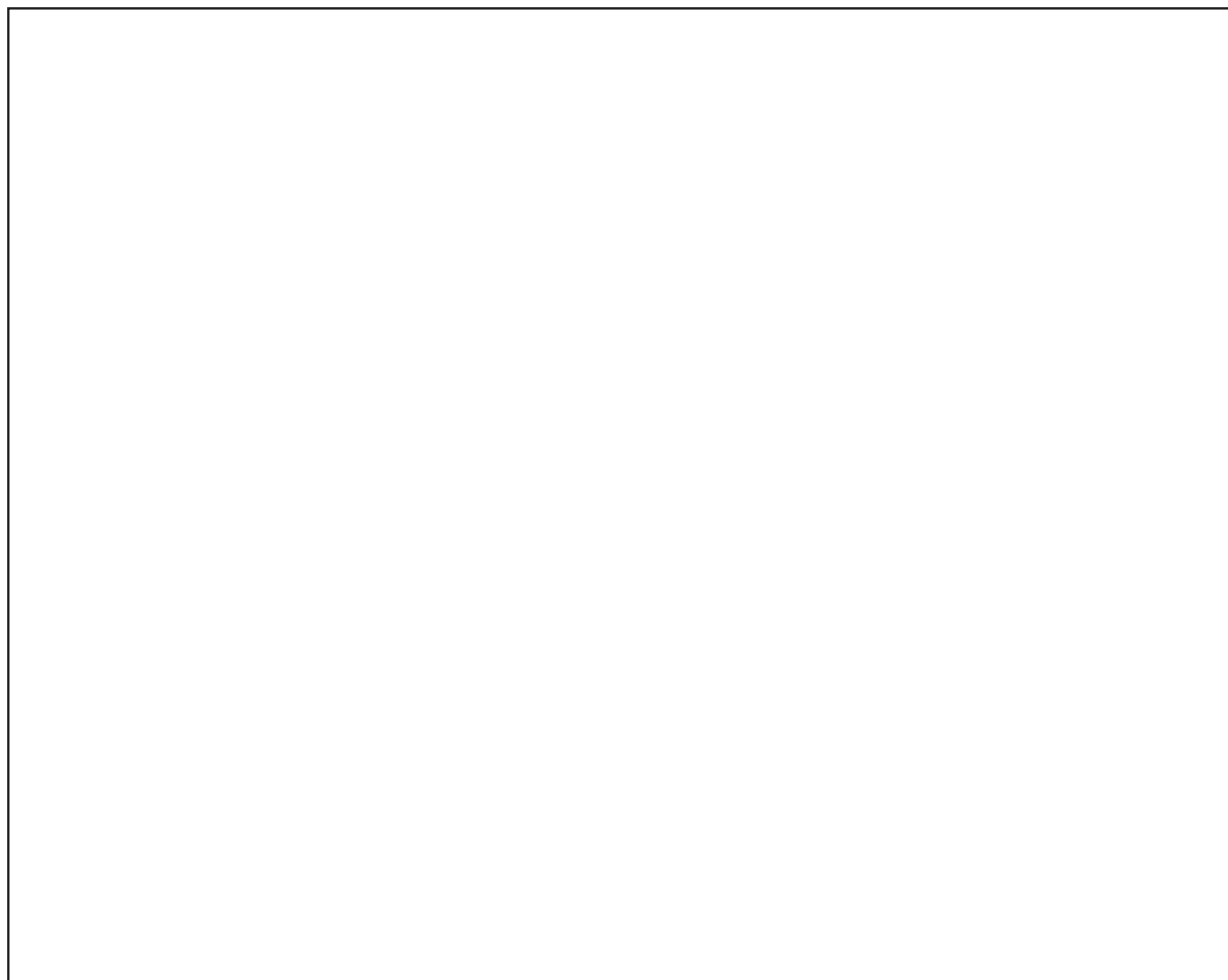
Finally for this month there is CA27455, the Ferrari 458 Italia GT2' Krohn Racing. This is



the number 57 car which Tracy Krohn, Niclas Jonsson and Maurizio Mediani drove in the 2013 Le Mans 24 Hours, finishing in 52nd place.

Of course as a reminder to all you Carrera collectors and racers out there, is that you can follow Carrera on Facebook for regular news and updates etc., just go to Carrera uk slot racing.

More releases are due from Carrera in July, which I will report further on next month, but in the mean time, thanks, as ever to Pete Binger from the Hobby Company www.hobbyco.net for his help in compiling this column and providing the information as well as his ongoing support for the NSCC. ■



NSCC 2014 Club Car - Crystal Pioneer Mustang

By Jeremy Naylor

This month we are pleased to announce the release of the 2014 NSCC Club Car, being the Crystal Clear Pioneer Mustang, which has been kindly produced by Pioneer and not only celebrates the NSCC but also the fact that this year, the Ford Mustang is 50 years old.

For those of you who attended the Slot Car Festival at Gaydon the prototype was there for all to see, having been specially produced and delivered in super quick time by Jules of Pioneer Slot Cars, so I would like to take the opportunity to thank him for the first class service.



These cars are limited in number with only 250 being produced, and you have the opportunity to purchase one as a Club member for £55.00 (Excluding Postage) by completing the enclosed form with this Journal and returning the form and your payment to Andy Smith as directed.



In the event of over subscription a draw will take place of all applicants for one of the available cars, and if you are unsuccessful your money will be refunded as soon as possible.

The cars should be ready for distribution at the end of June/early July so get your orders in as soon as possible for what will, we believe become a highly desirable Club car and one which will appreciate in value in the future.

As this car is a prototype the logo and text are stickers, the actual cars will be Tampo printed.

if you have any queries on the ordering of this car please do not hesitate to contact one of the Committee via email, please note we do not intend making ordering available via the NSCC website at this time, only via post, email or in person! ■





Another fantastic Slot Car Festival this year at the Heritage Motor Centre in Gaydon! Plenty to see and do and a real treat for people of all ages, whether they had an interest in slotcars or not! This year, the event was open all weekend allowing a more relaxed atmosphere and plenty of time to stroll around the museum, visit slotcar manufacturer stands, hunt for bargains in the traders section and even have a go on the numerous circuits.

Strong Ninco Presence @ Slot Car Festival 2014

Ninco track is known for its superb connection and this was evident at the show with many of the layouts using the Ninco brand track. Even the "Test Track", open to everyone to try out their own cars, was a Ninco 4-lane analogue circuit. Gaugemaster recently took on the UK distributorship of Ninco's slotcar range of products, clearly evidenced by their stand at the show. A huge graphic backdrop displayed a variety of cars from GTs to Classics whilst the side panel promoted the totally new digital Wi-Co system due for launch later this year. As well as Gaugemaster staff on-hand to answer questions and demonstrate the products, Tomas



Prat and Xevi Valverde of Ninco had made the trip from Spain to support them.

Wi-Co Demo

A prototype digital wireless system was available to try on a two-lane digital circuit in the centre →



of the stand. It was interesting to watch many people trying it out; when a car de-slotted out of reach of the driver, they instinctively put the throttle down before walking round the circuit to put their car back in the slot! Wireless does look to be the future, the Ninco controllers were effortless to operate and the 2.4GHz technology ensures an uninterrupted connection with no lag.

New Formula

Crystal clear glass display cabinets showed the latest Ninco releases with pride of place held by the new Formula 1 style cars. Based on the “Jordan” chassis and body, four new liveries and a plain white bodied car are now available to purchase. Modestly priced in line with the entry level Ninco-1 series, these cars come fitted with the NC-14 Speeder+ motor which delivers 20,600rpm/175mA/280g.cm at 14.8V. Four slick race tyres, (narrow fronts, wide rears) give adequate grip aided by a centrally located button magnet (*removable, of course*). In simple terms, these top-end race cars are equipped with more than enough power and grip for high speed racing. With each of the cars based on the same body design, these perfectly balanced single seaters are great for a competition class at club level.

A can of silver paint beckons... *who will be Rosberg and who will be Hamilton?*



Covered Up

The brand new SEAT Leon cars with the new enclosed chassis design also made their UK debut at the Festival. The design came about to comply with European toy safety regulations and ensures little fingers cannot be caught up in any moving parts such as gears and pinions. It is a very secure design using just one screw and



three clips to keep all the workings safely enclosed; no popping out of motors or axles with this chassis. The design also allows for neatly fitting the N-Digital decoder chip as well as upgraded ProRace or new “Ultra” performance components. The body is lighter and more impact resistant than previous bodies and can be easily removed from the chassis without the need for removing tiny screws. It includes a lightweight ‘Lexan’ interior with driver figure that is just visible through the tinted windows. I tried the car on a small twisty circuit and can vouch for the handling characteristics of this new chassis design. Whilst there are no plans to replace every chassis with this concept, future designs will be able to accommodate cars with a longer or shorter wheelbase. Expect the first two Leon Cup cars (50648 and 50649) to be available in the UK very soon.

Coming Up...

Other new cars on display included the Lancia Stratos “vsd” (50645) sporting the rainbow coloured logo of France’s celebrity and leisure magazine; the letters are said to be from the weekend days in French; Vendredi, Samedi and Dimanche. The livery replicates that of the Team Chardonnet car driven by Frenchmen, Bernard Darniche and Alain Mahe during the 1980 Monte Carlo Rally where they finished second, sandwiched between two Fiat 131 Abarths. The mid-blue body carries a variety of other sponsor logos and race number “1” from the position the car finished in the same rally the previous year. Four bright yellow 15” style wheel-hubs each have ProShock suspension struts giving excellent handling on Raid rally surfaces.

Another car due for release this month and on display at the Slot Car Festival was the Austin Healey “Panamericana” (50647). Sixty years ago, Donald Healey entered a number of his 100S Special Test Cars into the fifth and final Carrera Panamericana Mexican sports car race. Of the 150 starters, just over half finished the near-two-thousand-mile slog across some of the most challenging stages of the time. This particular Healey was driven by Carroll Shelby



and Roy Jackson-Moore who, after a relatively good first-day start, crashed out on day two! Over twenty non-finishers were due to accidents, some of them fatal, which inevitably led to the end of this event. Ironically, it was Donald Healeys refusal to power his cars with American V8s when approached by Shelby a few years later which resulted in the birth of the AC Cobra!

Bundles Of Joy

Ninco have a number of new sets in store for 2014, all of which can be found in their 2014 catalogue that can be accessed via their website (www.ninco.com). There were many boxed sets displayed during the Slot Car Festival showing various layouts and car combinations as well as those including wired (Std-Co) or wireless (Wi-Co) controllers.



Question Time

Sunday brought about the opportunity to interview Tomas and Xevi on the “NSCC⇒



Live” stage. Development of their wireless race control software has progressed over the past year and it is hoped that the final product will be available towards the end of the year. The neat “App” still needs a few tweaks but Tomas was able to demonstrate the concept from his own mobile device. Some big news was announced for the very first time during the interview... the 2014 Ninco World Cup will be held in Medina Sedonia over the weekend of November 22nd and 23rd. With the site close to the famous Spanish motor racing circuit of Jerez, it is fitting that the choice of car is the newly released “Formula Ninco” single seater. The event is likely to take a different format this year and the Ninco World Cup Blog (<http://nincoworldcup.blogspot.co.uk/>) will keep us all informed of developments on the run-up to the competition. We now have a full six months to get some practice in!

On behalf of Ninco and Gaugemaster, I would like to thank all those who took the time to visit the stand – *I hope you managed to grab a free Ninco catalogue while you were there!* The guys from Ninco returned with some useful feedback from their trip to the Festival and are looking forward to visiting again next year.

New Releases

In addition to the new releases mentioned above, a new Audi R18 and Renault Megane

are due for release this month. The Audi (50646) comes in the livery of the 2013 Le Mans winner and is fitted with upgraded parts – possibly the last Ninco Lightning car as the range makes way for the new Ultra series. The Megane is released in the “Ellip6” (55098) livery from the recent Megane Trophy series. As a Ninco-1 release, it is powered by the NC-11 motor and fitted with standard components but does come with lights that will remain on throughout the race.

Fun and Games in Barcelona

On a recent trip to Spain, I was able to make time to visit the Ninco headquarters in Barcelona. I was greeted at the airport by Raul and Tomas and we made the short journey to the office by car. Aside from the extensive slot product, I was able to try out a variety of Radio Control product too and gain a better understanding of how the two hobby ranges compliment each other in terms of market and development. Innovation has always been at the heart of Ninco and this is evident throughout their range of hobby products. The technical guys are always busy with new developments and ideas, some of which we will soon see... *(but until then, I'm sworn to secrecy!)*

The Ninco showroom hosts examples of slot cars, sets, track and a wonderful landscaped circuit where I could try out the Wi-Co system to the full. It is very easy to set up with the minimum of button presses to activate each





controller. The main powerbase unit offers running the circuit in either direction as well as allowing the speed to be switched between a slow or fast setting. With the power output restricted in ‘slow’ mode, the cars can be navigated around the circuit with very few “offs” and is an ideal setting for those new to the hobby. In combination with the Ninco-1 cars, novices can build their confidence on the track before stepping up the power or eventually moving to faster cars. I managed to resist putting my controller down before wandering around the track to re-slot my car but did notice that when racing from another standpoint, the circuit almost had to be learnt again; it’s surprising just how easily your rhythm is disrupted when racing from the opposite side of the track.



We discussed further the plans for the NWC’14 and will look to promote the event in the UK as well as other markets in order to put together a fantastic challenge for this years podium places. I was fortunate enough to



participate last year and it was a fantastic experience that I hope to repeat with my “Team UK 2013” team-mates. Aware of this, Tomas presented me with a Formula Ninco car to start practising for the Ninco World Cup 2014!



Before leaving the Ninco site, I had a chance to admire the display cabinets that house one of every car produced by Ninco since 1993. Among the rows of race cars, I spotted what has to be one of my favourite sections showing all three Limited Edition cars, side by side, produced especially for the NSCC.

So, until next month, happy slotting! ■



Gaydon Slot Festival 2014 Report

By Nigel Pedley

Not just a Gaydon Day, but a Gaydon Weekend with the organisers holding the show for the first time over two days this year, and what a great idea. As well as allowing more time racing on each track, it allowed more time for browsing the sales stands and picking up extra bargains!



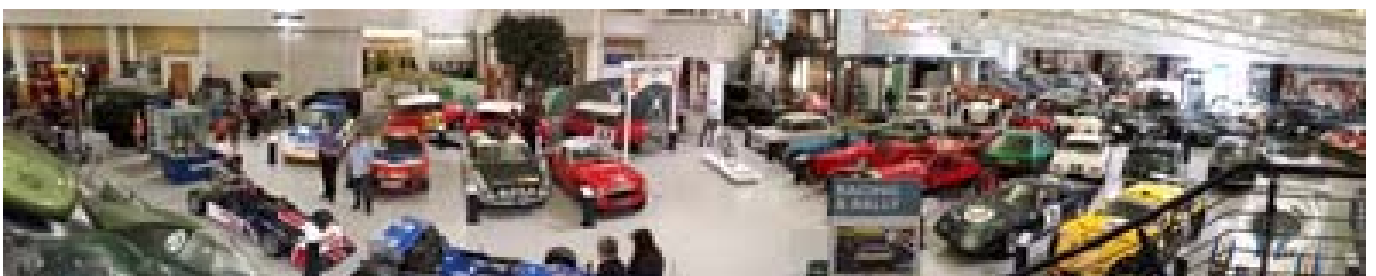
Another aspect of the Show was the NSCC conference room, which in addition to having analogue and digital test tracks, and a display of NSCC cars, also played host to a range of interesting interviews with some of the leading lights of the Slot Car World, in what was 'NSCC Live'. Not just manufacturers from far afield, but also Tony Condon, author of 'History of Model Car Racing in Britain.'

If all that was not enough to occupy visitors for two days, then there was also the museum itself to explore, with demonstrates just how great the British Motor Industry was (and hopefully still is!). I must admit some years ago, not long after the museum opened, I visited and was singularly unimpressed, as it seemed half empty. This is not the case now, however, as it is so jam-packed with nostalgic and interesting cars that there's hardly room to walk around some of them.



The Swapmeet

As a buyer, for me the timing of this show in May always seems to be bad financial timing – not only is it in the middle of the month (before payday!), but its just after the new financial year starts for many people, when they have just received the impact of the latest tax hikes on their wallets, as well as utility companies and the like adjusting their Direct Debit commitments,





and universities about to call in four figure course fee payments. It was obvious this didn't worry many buyers though, as attendance was high and the traders (who help organise the show too), seemed to be doing a roaring trade. In fact, it was noticeable just how nice the dealers are in our hobby, going out of their way to be helpful and generous.

Prices for some models varied from stand to stand, but in general were reasonable and below a lot of those encountered on eBay, and there were certainly bargains to be had.

This got even better on Sunday, as some of the traders brought out their bargain trays to fill the places previously taken up by more premium models that they had sold the previous day.

There were some interesting and unusual models I hadn't seen before, and people I knew reported they had found exactly what they had put on their shopping lists before the show. It really was a case of there being something for everyone – for the vintage slot car enthusiast like me to the racers looking for the most modern sports prototypes to spend their money on. Not just cars, but scenery was also available, from original Scalextric rubber track borders to custom made bridges and pit buildings.



The Circuits

The whole spectrum of circuits was represented at the show, from Andy Player's HO Slot Racing Competition track (and cake celebrating 20 years of Micro Scalextric) and David Lyon's Minic Motorway road/rail layout to professional wooden routed tracks such as Slotfire.

Some excellent scenic circuits were on show, demonstrating the pleasure that can be derived from driving your favourite car through rolling countryside while overtaking your opponent, while there were also some tracks stripped to their bare bones with only serious competition in mind.

Both digital and analogue tracks were in ➡➡





evidence, including an amazing automatic lane changing track by Sillage Racing, which was hugely enjoyable to race on, without the inconvenience of traffic jams of slower cars building up in front of you, or the distraction of initiating lane changes manually. But then I guess I'm biased because I won my race!



The Slot Car Rally scene was also well represented with Slot Rally GB among others present, as were those straight line Dragster racers, with their funny cars and split second timing.

And then of course there were the conversion specialists like Chase Cars and Martin De'ath, showing just how far you can take your modelling skills if you wish, to convert your favourite toy car into a model slot car, whether it be Shaggy's van from Scooby Doo or the Pink Panther's limousine.



NSCC

Every now and again, an announcement was made over the public address system, that an 'NSCC Live' presentation session was about to take place, which provided some candid views on our hobby, its history and the direction some manufacturers are taking, there was also some demonstrations on the latest developments in the digital field of our hobby.

The NSCC also had two tracks for the public to use and as a complete surprise to many chose to launch this year's Club Car, the crystal Pioneer Mustang, more information on which is elsewhere in this Journal.



One of the best parts of the show is meeting up with old slot racing friends. Although Graham Pritchard is a past master at this, and seems to know everybody, I met more people I knew than I expected, and to call this show 'the friendly show' would be no exaggeration.

Finally, NSCC helpers like me were offered the chance to purchase a specially produced Scalextric Neptune Racing Mini in NSCC 2014 Slot Car Festival livery, one of only fifty made. Now you wish you'd volunteered too, don't you? ■

THE 2014 MRE PRE 65 SCCA CLASSIC RACE – AMONGST OTHER BITS & PIECES

By Graham Pritchard

This year the format for the annual “MRE” sponsored race at Wolverhampton Slot Car Club was “Sports Car Club of America” cars, which meant a great selection of cars were available to choose from ranging from Austin Healey Sprites, MGA, MBG and the Morgan Plus 4 in the smaller capacity class to AC Cobras, Ferrari 250GTOs and Jaguar XK120s in the larger class.

As part of the rules pages Phil Insull also very kindly provides a list of eligible cars to choose from and I always find that a great help as I don't really follow the real world to be honest and so I need every bit of help I can get sometimes to know which cars to race where.

The smaller class had 8mm wide tyres whereas the larger class were allowed 10mm wide tyres and the cars entered consisted of Penelope Pitlane and Richard Mack chassis variants to name but some together with the usual turned metal hubs and axles from Slot.it, NSR and RS Slot Racing to further name but a few.



Motor choice was free but they had to be in-line and you had to be able to keep it on the track so simply using the fastest motor you can find is not always the simplest choice unless you pay close attention to the gearing and the type of hand controller that you are going to use on the day.

I had actually entered to race at this event but due to not feeling very well for a few days prior to the event I ended up not being able to →





compete on the day, but I felt OK enough to go for a couple of hours in the afternoon to say hello to the various people I knew, who were doing it and also to get a few photos etc. of the cars for this article amongst other things.



It was also really great to see and chat to Gary Cannell of the event sponsors MRE in fine form following his recent health problems,



I also took the opportunity to collect the MK1 Ford Transit resin kit body and the “Sweeney” Ford Consul GT resin kit body that I had pre-ordered off him and very nice they are too. There is also a site on the www that lists all of the cars ever used in the episodes as well so no excuse for not getting the paint colour right then!

Whilst there I also spotted an almost finished prototype version of the BTCC Volvo 850 Estate that I mentioned in the Journal last year as being in progress courtesy of Sean at Pendle Slot Racing, well after a chat on the telephone with Sean the other night it turns out the Volvo is almost ready to launch now it has been converted from an SCX saloon by Brian King and I can tell you for certain that it really does look the part.



The one I saw was done up in the “Police” livery, but other ‘80s pop groups will also be available for sure together with the correct Omega Securicor Express livery as well.



I've put my name down for one already and hopefully I will be collecting it at Gaydon and even more hopefully I will get around to building it as part of my articles for the NSCC and sooner rather than later even more hopefully!

Call me mad if you want but I do have an interest in "estate cars" for slot racing purposes – yes, OK, I have the idea but then nothing really happens this is one that I started over Christmas 2012, yes, 2012 it's an Airfix Triumph Herald that I thought could become an estate or a van simply by cutting the roof and re-attaching it a bit further back, then fill the gap and hey presto – an estate car!



All it needs now is a chassis and a bit of time, so if you bear with me a little while longer I'll aim to deliver it one day soon just don't hold your breath! I also bought this Vauxhall Estate car resin shell at last year's Gaydon event the front roof pillar was missing but I soon repaired that well, after several months if the truth be known it is actually a very nicely moulded shell, but as usual it's not got very far since then anyone fancy it as a hot rod custom car?

Right, I suppose I'd better get back onto the SCCA cars hadn't I!

It's always very pleasurable to walk around and see the cars in everyone's pit boxes as the standard of model making is usually extremely high and much higher than anything I could ever produce for sure. I can't believe that people will actually race some of the stuff that they bring in case they get damaged, but they do Brian King's Austin Healey was completely out of this world and so were many others.

At the end of the racing the eventual winners were :

Small Class

- 1 - Mark Cockerton
- 2 - James Noake
- 3 - Bryan King
- 4 - Paul Cash

(Great to see my friend James Noake doing so well in this one with his Airfix bodied, PP chassised car I wonder if he can give me lessons?)

Large Class

- 1 - Roy Pritchards
- 2 - Sam Cockerton
- 3 - Mike Thompson
- 4 - Mick Langridge

Nice one Phil and the crew for staging yet another successful race meeting at Wolverhampton, it was also the 10th year that Gary / MRE has sponsored this race so many thanks to Gary for that too.

A Bus In The Bus Stop On Our Club Track?

Yes, you read that right, after Nigel had mentioned the slot car bus in last months' Journal then as Gareth the builder of said vehicle came to our club last week with Nigel and Emma then I thought it only fair to show⇒





it again in its rightful place in a bus stop. (Yes I know we are mad at Bearwood at times but you've got to have a bit of fun sometimes haven't you?). It uses a 1970s' Datsun 260Z chassis and F1 wheels and tyres and is a repainted toy bus done in the WMPTE livery. Nigel has also made a couple of double decker buses but unfortunately they are too tall to go around our track fully, so first one to the bridge wins then OK?

Bargains Or What?

One of our newest members, Mike Whitley has recently come back from Spain and whilst over there he was lucky enough to find a toyshop that was having a "Buy One Get One Free" sale on SCX cars! I suppose the closest thing we got to that was the cheapies in TK-Maxx recently but it just goes to show that if you keep looking on the High Street you might just find a bargain.

New From Penelope Pitlane

You probably already now that Ninco did some Karts a while ago and that they've recently reintroduced them, but they were done in a



larger scale than 1/32 and great fun, well, my friend Steve Ward has gone the extra mile and has now produced a proper 1/32 scale Kart for us!

Boy has it taken some thought and clever ingenuity in order to make it happen but it has, and jolly good fun they are too. They were for sale at Gaydon and James Noake from Bearwood has bought one so hopefully I will be able to show you how the build goes in the not too distant future.

News From George Turner



George has advised me that he is currently in the process of getting a six lane wooden track up and running. This is the old Pinewood track. It is an Ogilvie track built in Canada so it is a very well built track. He hopes to start a new club down in deepest Essex (Shoebury) in the near future. In his own words from the pictures you can see he has a bit to do but he will keep us informed of progress in the future.



He has still found time despite the track to have also released his 1954 Le Mans winning Ferrari 275 Plus, which looks great with the second place taking D-Type.

Original Slot Car Company



At Gaydon I bumped into my friend Steve Wright, the man behind SCX/TEAM SLOT/



OSC in the UK and I asked him what was on the horizon? He told me about the latest Peugeot 205 from Original Slot Car, it's the B02001 Peugeot 205 T16 EVO 2 with Driver B. Saby and Co-Driver J.F. Fauchille and it's from the Rally "Tour De Corse 1986" and is Limited to 1,008 units Worldwide. Are they any good – you bet! These cars are wining SlotRally GB in the '80s class! ■

email: ebaywatch@nscc.co.uk

Apparently, you can fit twenty five people into an Austin Mini. It could be tricky to fit that many people into the diminutive 1/40 scale SRM Minis that have appeared on eBay recently, however. A green version sold for £30.99 (371049389155), and a red mini from the same seller sold for £40.99 (371049389824). Another red SRM Mini is still available for £95.00 Buy It Now or Best Offer (231210280050).

My eBay bargain of the month was the front wheel drive Scalextric Mini which I picked up with three F1 cars for just £7.50 (151288396587). I had read about these FWD Minis being bad performers, but I can put that myth to rest, as after replacing a missing motor brush and an adjustment to the pick-up braids it was rallying around my track with gusto, better in fact than any of my other Formula Junior motored cars.

The Smith & Sons Garage was a Corgi Mini Mania Diorama, which were supplied with a

part assembled 1/36 red die-cast Mini Cooper. Not very common on eBay, although one is currently listed at £29.99 starting bid (141281635835), another from the same seller sold in April for the same price after only one bid (141236678079), and another seller has one available at £44.99 Buy it Now (171291849313).

Other diminutive Scalextric vehicles include the Spanish STS range, which have been rallying in Spain on eBay this month, sold by a seller in La Chopera. Sounds like a great place, full of interesting off-road vehicles such as a yellow Jeep that achieved £26.30 (310940748243), a Mercedes 280 GE that sold for the same price (291132297418), a Nissan Patrol for £27.12 (310940748314) and a Land Rover for £30.41 (310940748261), surprisingly beaten by a Prinzgauer forward control type off-roader at £41.50 after twenty one bids (291132297257). I was tempted by another Spanish seller who was





offering an STS set including two Mercedes 280 GE's for £49.31 on Buy It Now, which remained unsold until it was re-listed (310938794952). If I hadn't already got an orange Mercedes, I may have been more tempted.

Champion Motor Racing

It's been a bumper month for collectors of the vintage Jouef Playcraft Champion Motor Racing sets and cars, with a Cheshire seller listing a whole collection of them. Smaller than Scalextric, they were made to approx. 1/40 scale and featured a BRM which sold for £11.00 (380901148541), and a Ferrari that sold for £16.99 (380901149389). While a set with driverless BRM and Ferrari cars failed to sell after being listed three times at £25 then £15 (181399344565). A silver chrome version of the Ferrari sold for £33.51 (380901150988), an exquisite Ferrari GTO (I didn't know Champion made those) sold for £35.00 (271485460401) and a nice pair of Mercedes and Jaguar roadsters sold for £42.00 (171314752874). A silver chrome BRM sold for £67.89 (360929782090), while winner of the race was a Mercedes Coupe that sold for £100 (271485468572).

Meanwhile, another seller is still struggling to sell her BRM and Ferrari set, perhaps if she lists it as a low start auction instead of Buy It Now (currently £55.00, 271502738751) then she may have more luck?

Monthly eBay Watch Top Ten

I won't include the yellow Scalextric Bugatti Veyron which appeared to sell on eBay this month for £153,900.00 (390843519695) as it is thought to be a victim of either a cyber attack on the seller or linked to the problems eBay have had with their security recently, resulting in

them asking users to change their passwords. Or perhaps the buyer thought they were bidding on a full size Bugatti after scoffing too much caviar? Others are available from £27.95 (251535495145).

1. Cox 1/25 Dan Gurney's 1966 Ford Galaxie Kit £1,804.48 (301161944252).
2. Scalextric Collection loft layout and over 129 cars £1,750.00 (301157082650).
3. Aurora, Faller, Atlas, Tyco HO Collection of 212 cars £1,667.06 (111341373120).
4. Marx 1930's Streamline Electric Speedway Police Cars (2) £1,484.43 (221441206956).
5. Cox 1/24 Chaparral 2-E Built Kit Car £1,187.78 (121294641465).
6. Scalextric Super 124 1/24 Lotus Type 38 Indianapolis £1,043.72 (151292098743).
7. Cox 1/24 Lola T-70 Ready to Race Car £967.49 (301161958114).
8. Scalextric 1960's James Bond Set (incomplete) £848.89 (251522619087).
9. Slot Classic 1/32 Ferrari 335S £728.45 (360925259960).
10. Slot Classic 1/32 BMW 328 (1936) £574.67 (161302898251).

The Marx cars look interesting, as do a couple of clockwork versions still available for £50.00, which appear to be inside a later track set (371063530544).

Almost making the Top Ten were a Scalextric Vintage Mercedes, Cooper and RED Aston Martin Marshal's car which sold for £522.00 (331195444769). I didn't know the Marshal's Aston Martin came in red, but it does look original in the photo.

Airfix MRRC Top Ten (February-May 2014)

1. Green Felday Ford Clubman Special 2WD un-built kit £200.00 (131180484589) (originally sold at £463.00 but unpaid, 131169246781).
2. Silver Mercedes W154 4WD GP £177.50 (161240762228).
3. Red Mercedes W154 2WD GP (no windscreen or tyres) £176.01 (291100119501).
4. White MG 1100 un-built kit £138.20 (191130050748).
5. Six F1 Cars plus Le Mans Porsche £129.00 (371020764331).



6. Monte Carlo Rally Mini Set £125.00 (161269291488).
7. White Mercedes W154 4WD GP un-built kit £122.00 131171756304).
8. NSCC 1989 Morris Mini Cooper £110.00 (121313834112).
9. Silver Indi Novi Ferguson 2WD £108,00 (310936888995).
10. Red Indi Novi Ferguson Clubman Special 2WD £94.95 (310711505801).



The Airfix MRRC Monte Carlo set seems to be the one to have. I used to have one myself, but sold it on a few years ago. The main problem was the lack of height on the long straight under the mountain for running taller cars than the MRRC minis, and the mountains in the middle got in the way when trying to see or reach for the cars on the other side of the circuit. It would be excellent for running the original Scalextric Italian Job Minis on though!

My own MRRC Purchase of the Month was this red Hi-Speed E-type Jaguar Roadster for £29.99 (261456680321). The seller listed it as rare, and I think he's probably right, as I'd



never seen another one. That was until I found an earlier pin guide version with roof at Gaydon for £15.00. Once the shortened pin guide was replaced with a full length one, and the pins sanded thinner to fit my Classic Scalextric track, it ran nicely, although not as fast as the Hi-speed roadster version with its Johnson motor. Quite how a Mini Police Car would catch an E-type Jag I'm not sure, but I did see a Police Mini in Barmouth once, and I guess along the winding stone wall-lined Welsh coastal lanes it would stand a chance.

Loft Finds

An eBay seller in Worcester had some lucrative finds when he looked in his loft, which included a fascinating black 4 ½ Litre Bentley, which was well aged and looked as though it's two man crew had driven to Australia and back, although this may have only been France, as it had red wheels. It sold for £55.00 (310930054124) and the remains of its wheels sold amongst a load of tyres for £11.05 (310930390087), hopefully to the same buyer. In the same loft, apparently, was an unidentified muscle car that looked like a Revell Pontiac Firebird or Camaro, and sold for a bargain £2.20 (310930096612), a Scalextric Electra that sold for £13.48 (310930067689), a blue Matra Jet for £27.50 (310930065891), a Mobil Leyland Roadtrain Truck for £27.60 (310930100090), a beige BMW 3.0 CSL still unsold at £28.00 (301160620887), a green Austin Healey 3000 for £29.52 (310930083536), an incomplete vintage Alfa Romeo at £31.00 (310930059554) and last but not least, a white Auto Union that sold for £251.66 (310930035697).

SRC Auctions

I can only applaud a well known Bristol dealer for listing a range of SRC cars on eBay at 99p starting prices this month. This brave move resulted in prices achieved of £24.23 for a Spa 1973 Pepsi Ford Capri (301167090309), the same price for a Le Mans 1968 Porsche 907L (301167089649), £25.24 for a different Le Mans 1968 Porsche 907L (301167084727), £26.25 for a Le Mans 1968 Porsche 908L⇒



(301167091482), and £30.25 for the Graham Hill / John Surtees Capri (301167088706). The same seller's Scalextric Formula One Cars outperformed the SRC cars on price, however, with a Maserati 250F at £33.00 (301167079489), and a Jo Siffert Lotus 49B at £33.01 (301167099882). His Madrid Special SCX Citroën DS 19 sold for £41.00 (371047354768), while his original French Scalextric 917 beat the SRC Porsches at £43.69 (301160118644) and his blue, six wheeler Scalextric March F1 achieved an amazing £49.15 (371047620254) after twenty eight bids, demonstrating just how popular the six wheelers are on eBay. If they hold the track as well as Graham Pritchard's green six wheeler, which is fought over by pool car racers at Bearwood Scalextric Club, then I can see why.



The same seller achieved £70.90 for the Scalextric Monza P4 Ferrari Twin Set (371052197159), good value for the buyer of these lovely cars, and £79.77 for a lime green vintage Scalextric Ford Mirage (371033522429), proving that the often heard advice in the car trade not to buy a green car because they depreciate badly is not always correct!

The same seller achieved £89.10 for a Scalextric Alan Mann Cortina and Escort set (371052200192), and £102.00 for a Lotus 49

and Eagle Weslake twin set (301167073031). Surprisingly perhaps, as it was only a couple of weeks before the Gaydon Slot Car Festival itself, he also achieved £105.00 for one of the 125 Limited Edition 2014 UK Slot Car Festival Scalextric MGBs (371052185509). If the buyer had waited until Gaydon itself, he could have bought one of the two I saw for sale there at £45.00 approx.

Chancer of The Month

Finally, I did a double take when three of the bog standard cars I have appeared on eBay from an extremely optimistic Halifax seller, suggesting each of them was rare and worth well over £100 each! These were a Sauber Mercedes AEG advertised for £119.99 (171270929799), a Castrol Jaguar XJ8 Le Mans car advertised at £122.39 (360883389088) and a Police Rover advertised at £149.99 (121296226368). The same seller has several other cars at similar prices, apparently all from the collection of an ex-Scalextric Factory employee. They are in nice condition and do appear to be mint boxed, but only five have sold so far: A Williams Honda F1 for £19.99 (121320204912), a pair of very nice and reasonably priced green and blue Capri Club edition Ford Capris at £29.99 each (171302215217 and 171301877013), a Power & Glory BRM for £100.38 (171046364850) and an F1 Ferrari 643 for £119.99 (360872989666) that sold on 1st April. It's nice to imagine my Power & Glory Mini Cooper may be worth almost as much as the one the same seller has available for £100.38 (171054259029), although it probably isn't as they were only £25 at Gaydon.

I hope you enjoyed our Mini Adventure this month, more next month! ■

