



**No. 417 DECEMBER 2016**

## Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Carrera Corner .....	11
Fly On The Wall.....	15
Chairman's Chat.....	17
Forza Slot.it.....	19
Taking It Sideways.....	23
NSR Comunicazione.....	24
Christmas Competition.....	27
Ramsgate Report.....	28
Bits & Pieces.....	33
Ebay Watch.....	42



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## **Diana Francis - Honorary Life Time President Season Greetings**

**Y**es, again it is that time of year, so firstly Merry Christmas to you all and I hope you get some slotcar related presents if that is what you have asked for?

In our house, slotcars do feature on the Christmas list and not only mine, but then again so do a lot of other things, Santa could not only be overloaded but also skint come January on his annual visit to Epsom! Of course disappoint can be such a bitter pill to swallow and as I spent a fair amount this year at the Hornby shop during our Ramsgate weekend, the kids may find out how bitter it is!

So the Ramsgate weekend passed off with some success and “my team” won overall, but to be honest it was there victory alone as I had little chance to participate in the team racing, running the digital track with some assistance from Vince and Richard, allowing me the odd comfort break and a couple of races.

Generally I think most enjoyed the event, there was the usual format of some racing, a Hornby presentation, the auction and raffle plus of course the annual visit to the visitor's centre and shop!

My thanks go out to my fellow Committee members for their assistance with the running of the event on the day, the hotel for putting up with us all (I know there were a few minor gripes which I did raise on the Sunday) and of course all the members who attended.

My biggest thanks must go this year to Ricky, Dale and Simon who on behalf of Hornby came up trumps and ensured all the usual things from previous years again happened this time and now we hope to continue this newly established contact and continue our ongoing relationship with Hornby in the future.

So I guess the final thing to do is to wish you all again a Merry Christmas and I hope a happy and prosperous New Year? I for one am looking forward to having a break from the hell I know as work for nearly two weeks so bring it on! See you perhaps at the Swindon swapmeet on the 8th January 2017!

Until next time.

Jeremy



# MESSAGES

## FROM MARGATE



email: [factory@nscc.co.uk](mailto:factory@nscc.co.uk)

By Pete Simpson

With 2016 rapidly coming to an end I can bring details of another 2017 release, thanks to the Track Test section on the Scalextric website. Planned for next September is a new moulding adorned with possibly controversial decoration. C3878 is a Union Jack wrapped E-Type Roadster.



I don't have too much information on the release, but for the pedants amongst us I have determined that Scalextric's moniker is not incorrect. It is generally believed that the flag of the Union is only to be called the Union Jack when flown on a warship. However, it seems that this is a relatively modern claim and the term

Union Jack is perfectly acceptable to describe the nation's flag wherever it is flown. In 1902 the Admiralty declared that either name could be used officially and in 1908, when Parliament approved the naming, they stated that "the Union Jack should be regarded as the national flag". Next time someone attempts to correct your apparent ignorance their seniority should be treated with great respect. And then, without being too smug, observe their adherence to outdated information bearing in mind that the hearing of those over 108 years old is likely to have decayed.

This new release has been in development since 2014 when the Scalextric designers



visited local specialists Eagle E-Types and took the opportunity to use LIDAR (Light Imaging, Detection And Ranging) to scan a car. This data, after considerable manipulation, is then used to build a 3D image from which scale drawings, tooling and, eventually, a slotcar is produced.

Doubtless this is but the first version of the E-Type, even in Roadster form. Information on the Scalextric website indicates that further competition versions will be available so hopefully these will be of the coupé body.

### Exclusive Sets



The second item of news, which just missed the last “Messages”, is the release of a special ASDA set. As in previous years, Scalextric have again produced a special set for this retailer with a combination of cars not available elsewhere. “Total Speed”, C1370, includes a black Jaguar



C-X75 and a yellow McLaren P1, both of which are Super Resistant. Whereas the Jag appears to be a new colour for the James Bond Spectre car, the McLaren is a Super Resistant version of the previous High Detailed release but has silver mirror arms. This set is currently on offer at £60, reduced from £120, although it's easy to pay more if shopping on Amazon (£95) or eBay (£112). At the lowest price it represents pretty good value for 532cm of figure of eight track with crossover, sideswipe sections and a jump. Unusually this set is listed on the Scalextric website, albeit Exclusive to ASDA: I've only been able to locate it from a Google link rather than from the Scalextric website search.

Another non-catalogue set, Rally Scandinavia, C1350, has witnessed a subtle update to become Scandinavian Winter Rally C1367. It would appear that the only changes







are to the rather nice box artwork and the decal set supplied for car decoration: race numbers 7 and 15 rather than the previous 6 and 14.



Track length remains the same at 484cm complete with lap counter all for about £70. Many thanks to Steve Williams for bringing



these few sets to my attention: I usually miss any special issues as even the Scalextric office staff generally have little visibility of these non-catalogue items.

## Due Soon



At the time of writing, in mid-November, the only solo cars on the Scalextric website announced as being on their way to the UK are the Gulf liveried Porsche 911, C3732, Jason Plato's VW Passat, C3737, and the Gulf Truck, C3772. In addition, there's a couple of bargain sets featuring the old "Start" models, "American GT", C1361 and "Le Mans Sports Cars", C1368, as well as the "BTCC Champions", twin pack C3694A.



There's still time for another shipment to reach the shops before Christmas but things must be looking uncertain for the few stragglers from the 2016 catalogue.

Those that missed the Mad Max Falcon, C3697, may be pleased to hear that further⇒



deliveries are likely to be on the way. Although this hasn't been confirmed on the Scalextric website it is listed as sold out rather than having been removed. Those that paid a premium price for theirs can at least claim to own an example from the first production run.



### **Sandwich Visit**

At last I have some good news from Hornby: a visit has been agreed for the third week of December. Initial contact appears encouraging as Ricky Black is keen to support the NSCC and is agreeable to reinstating regular visits to review prototypes and approval models. He has also made contact in connection with the Ramsgate weekend and provided support to the Club for this event, which included a presentation and shop visit plus the usual auction items.

Hopefully there will be an opportunity to get some information on the 2017 range, however with the meeting scheduled for 3:00pm, there may not be too much time to take photographs. We'll have to wait and see how Hornby's marketing team return to regular contact with the Club. ■





Welcome to the December Carrera Corner. We have five new models to report on this month. With one possible exception, these models should be available by the time you read this for around £32.00, or maybe less.



legends such as Jochen Rindt, Masten Gregory and Ed Hugus at the wheel. This car, finished in red, has race number 18.



First up is reference CA27536 being the Ferrari 365 P2 North America Racing. In 1965, the Ferrari 365 P2 was considered the ultimate sportscar with its 4.4-litre, V12 engine. The North American Racing Team celebrated several notable successes with the Ferrari with



Secondly, is CA27530 is the Lamborghini Huracán GT3 Number 63. In its first season the Lamborghini Huracán GT3 celebrated a controversial, but nevertheless justified debut victory. At the Red Bull circuit in Spielberg, a penalty prevented a position on the podium, but the second race went to plan, resulting in an



impressive debut victory in the sprint race for the number 63 Lamborghini Huracán GT3. Powered by a 5.2-litre, V10 engine, the car can accelerate from 0 to 100km/h in just 3.2 seconds. The Carrera Lamborghini Huracán GT3 has front, rear and brake lights, and faithfully reproduced details. Other versions of this Lamborghini are available from Carrera.

Reference CA27521 is the EV Ford (Torino Tallalega USA Ltd. This orange car, race number 34, like the yellow car we featured in November, may unfortunately be sold out by the time you read this. This is the car as driven by, the late, Wendell Scott, whose career was long



and notable, both in sportsmanship and breaking ground as the first African-American driver in American stock car racing. The 1977 film *Greased Lightning*, starring Richard P. as Scott, was loosely based on Scott's biography.



Reference CA27517 GreenGT H2 Paul Ricard 2015 ( The GreenGT H2 hydrogen race car was unveiled at the Paul Ricard circuit in France in 2015 by Olivier Panis. After years of development, the French constructor was proud to show the world a zero-emission vehicle that achieves the performance of a GT car and is comparable with race cars powered by an internal combustion engine. The GreenGT H2 is the first racing car to be powered by a hydrogen engine. The car does not need batteries and only emits steam from its exhaust pipe! It is driven by two electric motors that produce a total of 540hp. The Carrera GreenGT H2 has front lights and faithfully reproduced details.

Finally we have reference CA27535 which is the Porsche 911 S Cabrio (silver). This is





another road going version of the red Porsche

we mentioned last month. This one is finished in silver, with a brown interior and a male driver and has working front, rear and brake lights.

Thanks to Pete Binger of The Hobby Company Limited [www.hobbyco.net](http://www.hobbyco.net) the UK distributors for Carrera, for his help in compiling this column. There will be more new models from Carrera next year, in the meantime for the latest news, you can follow Carrera on Facebook via "Carrera UK Slot Racing".

Merry Christmas to all collectors and racers and I hope to report more next year. ■





Welcome to Fly on the Wall for December. This month we have news which will be of interest to Porsche fans.



Slotwings continue to produce their excellent limited run models at reasonable cost. Due soon is the rally version of the Porsche 911SC as driven to victory by Carlos Sainz in the 2012 Classic Rally of Spain. He was joined



by his long time co-driver Luis Moya; they were of course a very successful duo. The car has race number 1 and the model will carry the reference SLW044-03.

Also due is a version of the Porsche 935 before they started to lose the classic lines of the 911. Basically, this was a wide arched version of the road car but also featured a deeper front and larger rear spoilers to what had been fitted before. The model SLW065-04 is based on the Martini Sponsored car, race number 9, that the famous pairing of Jacky Ickx and Jochen Mass drove at the Silverstone 6 hours in 1976. The model will have the new front spoiler cast in resin, as production figures will be too low to warrant new injection mould tooling, and because of this, the Martini car, will be at a slightly higher price. It will be a pretty cool car and a must have for Porsche collectors.

We have pictures of the new releases mentioned in November from Flyslot. First the Mercedes Benz ATEGO race truck (FS202105), as driven at Brands Hatch and the DP Riley



MkXI Porsche (FS700104), as driven from pole position to victory in the 2011 Daytona 24hours. The car, race number 45, is in Flying Lizards Motorsports colours.



Thanks to Terry Smith, Brand Manager, Gaugemaster Controls Ltd. for his help in compiling this column. There will be more news from Flyslot next year. In the meantime, see [www.gaugemaster.com](http://www.gaugemaster.com) or follow Flyslot on Facebook.



Finally, Merry Christmas to all you collectors and racers out there, and I hope that you get your slot related goodies that you wish for from Father Christmas or failing that at one of the next couple of swapmeets! ■



As I write this Chairman's Chat we have just returned from this year's NSCC/Hornby weekend at Ramsgate. Barbara (Mrs. Chair) and I almost didn't make it this year. The weather turned decidedly nasty shortly after setting off for Ramsgate and the drive on the M62 was decidedly grim with snow and then torrential rain resulting in a nose to tail hold up on the motorway. However, once we hit Sheffield the weather soon brightened up and we made good progress for the rest of the journey arriving in plenty of time to enjoy a pint and a wonderful dinner at the hotel on arrival.

The weekend itself was another superb event and I hope that all of you who also attended thoroughly enjoyed it. We certainly did despite trying to get a good night's sleep during the gale that rocked the hotel on the Saturday night. Once more the racing was close, the food was good and the company first class. It is meeting up with other Club members that really makes the weekend for us and everyone's enthusiasm and friendliness really creates a great atmosphere.

Hornby supported the weekend again this year with a presentation on next years' range, donations of items for the auction and the annual visit to the Hornby Visitor Centre. The usual bargains were to be had in the Hornby secret shop and as usual there was the friendly scrum with people helping others to find what

they were looking for. I even managed to pick up the Airfix large scale Bentley construction kit at a reasonable price in the main shop. A kit I had always promised myself, I told myself although I am not sure Barbara found that one very convincing.

These weekends never happen by accident of course so a big thank you to Jeremy who does a lot of work preparing for the weekend and to my fellow Committee members who all work extremely hard over the two days. The biggest thank you though goes to all of you who came along because as always it was your involvement, enthusiasm and good company that made the weekend a success.

On the Saturday morning Simon Owen from Hornby gave us a presentation on next year's Scalextric range and brought along some samples for us all to have a look at. One of the things that came over during his presentation was how the designers focus on exciting and complex colour schemes and their ability to replicate the full scale colour schemes on their cars. Nothing wrong with that I guess. After all, Scalextric is toy which needs to appeal to children and it is right and proper that colour schemes accurately represent the real cars otherwise what is the point?

However, it got me thinking about what motivates and inspires us as collectors. Why do we collect the cars that we do? Why do we get excited about a particular car and not others? We are all different of course and thank god for that otherwise we would all be chasing the same thing all the time.

What interests me most of all I guess are the cars that were of state of the art racing cars when I was young and the models that Scalextric subsequently produced of them in the 1950s, 1960s and 1970s. Visiting the Hornby museum at the weekend reminded me that even the slot car versions of these cars are now museum pieces. Maybe it's my age but to me collecting is just as much about the history and the passion of motor racing as what this year's colour scheme looks like. I have always collected cars driven by my racing heroes over the years. Ones that related to the people and the cars that excited and inspired me.

⇒⇒



I am also rather fond of slotcars of full size vehicles that I have driven over the years and just occasionally the Scalextric car has inspired me to go out and drive the real thing. This happened a few years ago, in South Africa when I hired an Austin Healey in order to find out what the real thing was like to drive. My son Richard and I headed out onto the coast roads around Cape Town for two or three days. We had a great time of course and inevitably it took me straight back to driving that little red Healey around my mum and dad's carpet all those years ago. I guess my quirkiness only goes to show that this hobby is many different things to different people.

One thing that I have never done though is to try and collect every car from the same manufacturer as many people did with the Fly cars several years ago. It's so easy to become a hostage to such things and manufacturers have a habit of introducing yet another Limited Edition just when you think you have got them all which must be extremely frustrating.

One of the things that I do collect of course are our NSCC Club cars. I hope that you will agree that some of the NSCC Club cars that have been produced over the last few years have not only been great looking cars but have been wonderful additions to the range of NSCC Club Cars. As a Committee, we are determined to offer you the members the best range of Club cars that we can against a backdrop of current manufacturers who are unable or unwilling to produce small production runs.

One thing is certain, NSCC Club cars are well regarded, sought after and very in much demand from collectors which says an awful lot about not just the cars but the NSCC itself and the esteem in which it is held.

On that note those of you who attended the weekend will have had the opportunity to pick up this year's Club car the Team Slot Escort in its striking green colour scheme. They will also be available to pick up at forthcoming Swapmeets if you have ordered one.

### **Promotions Officer**

The role of Promotions Officer is still vacant. If you would like to apply for the post please send

us a photograph of yourself and in less than 500 words an introduction and some background as to why you would like to carry out the role and what you can bring to it. We would love to hear from you.

### **Club renewal**

It is the time of year to renew your Club membership. Don't forget if you renew your membership before the 15<sup>th</sup> January 2017 you will be put into a raffle. The lucky winner of the raffle will receive free membership for 2017.

Finally, as Christmas now approaches let's hope that the slotcar industry and the manufacturers have a good one so that we can all continue to enjoy the hobby for many years to come. May I also take this opportunity to wish you and your families a Merry Christmas and a Happy New Year. Until next time. ■

---

### **Teamslot NSCC Ford Escort RS2000**

The NSCC 2016 Club car has finally arrived, and is available to purchase to all Club members for £50.00 plus postage at £7 for the UK, £10 for Europe and £16 for the rest of the World.

There are only 200 of these cars made and they have proved popular to advanced sales, so if you haven't yet ordered one and wish to get one, please get in touch with Shaun Bennett (contact details on the last page of the Journal) soon otherwise you could miss out!



# forza Slot.it

forzaslotit@nsc.co.uk

By Mark Hatton

Ciao everyone and welcome to this month's edition of Forza Slot.it. Just to finish up part of last month's information on the fabulous new Policar Lotus 72 as driven by Graham Hill and raced at Oulton Park in 1970, Ref: No. CAR02b. Mine has now been delivered so I thought a couple of close up snaps to demonstrate the attention to detail of these mini marvels for those of you who have not purchased your own yet – why not!

Not sure how clear they will appear in the printed media so here's what to look for: check out Mr Hill's helmet and seat belt, simple but accurately reproduced. Next the wing mirrors, one attached directly to the cockpit area the other perched on a "metal" bracket above the cockpit glass. Followed by Graham's name and basic (for the period) sponsor logo's, engine and rear wheel detail. Now take a look at the second picture for a close up of the engine, exhaust, suspension and tyre tread detail. As I said,



maybe my pictures will not come out to clearly, but this really is fantastic detail for a model of this price in my opinion. To cap that, the handling is absolutely spot on for my preferred driving style, which makes this car a delight to zip round the slotted black top rather than a shelf queen, buy one (if you haven't already?), drive one and enjoy as much as I will! I would add a slight caution in that a serious off into the rug distance or firmer home Armco may damage it but that is, almost, worth the price for such a delightful little drive. ➡➡







Terry from Gaugemaster has dropped me an email with some additional Policar information which I think will be very welcome news about the next Lotus 72 to be released. As piloted by Emerson Fittipaldi in the stunning all black JPS livery is the Lotus 72D that he raced at the 1972 Monaco GP, Ref CAR02c. To quote Terry *"As reported before this model has had many changes to the bodywork compared to the previous Rindt and Hill cars. This was the last time the Lotus 72D raced with its rear wing in this position. From the following GP the wing was in its more familiar much further rearward location."* I say, look at the Terry supplied vendor snap and open your wallet now! Looks a stunner to me and way back in 1970 mumble, this was the first Scalextric F1 car I bought, Ref: C050. I still have it today but it certainly has a few miles under the armature and whilst not pristine it is still in good nick even if the rear tyres have gone a bit hard and the handling is challenging! Anyway, the supplied picture looks the mutts undercarriage to me so I can't wait to add that one to my collection and I know I won't be disappointed in the handling department either being as my first F1 exposure was during the early '70s, I suspect that this particular model will probably get a good little thrashing round the circuit for some time to come and will probably end up in the same much loved state as my old Scalextric C050!

Staying with Policar for a moment and a couple of months ago I mentioned a race

meeting to be held in Italy around this weekend (as I write some of this article) which has now been cancelled. To quote the direct email I received: *"As a result of the calamities that have tragically hit central of Italy, with great regret we chose, along with our friend Marco Scatena, that the Italian Policar and Slot.it Championship races that should take place in Gubbio on November the 26th and 27th are postponed to March 2017, a date that will be officially announced as soon as possible. We appreciate your understanding and apologise for any inconvenience that change of date could cause to whom already planned the trip, but we believe that, considering gravity of the situation, and also considering the request of many participants, this is the best choice. Kind regards Slot.it Sales Staff."* I'm sure everyone understands why and when I hear of the new date I will let you all know.

In the shops now are the two latest offerings from Slot.it being Ref: SICA06h Sauber-Mercedes C9 #62 Le Mans 1987 as driven by Chip Ganassi (USA), Johnny Dumfries (UK) and Mike Thackwell (New Zealand). Next would be SICA31b Lola Aston Martin DBR1-2 #22 Le Mans 2011 as driven by Vanina Ickx, Maxime Martin and Bas Leinders. Starting with the Mercedes and, as I am sure you are all aware! I am a massive Porsche fan but this C9 Mercedes (almost) comes a very close second. It has been a long time coming but now we have the #62 car to go with the sister Kouros Racing #61 car, slot.it Ref: SICA6a, that I purchased





many slot years ago! Just take a look at that beautiful midnight blue base car colour and simple sponsor/logo scheme along with the silky smooth design of the Mercedes and tell me that it doesn't ooze class? Ok, maybe a bit of a strong over the top description, but this is one of those cars that "just looks right" and is easy on the eye. I have waited a long time for this one so I will be ordering mine just as soon as I can, how about you? Actual real life race results for the cars in the Le Mans 1987 race did not match the looks as the #61 car was classified as 27<sup>th</sup> and DNF after 123 laps with the #62 car also DNF in 35<sup>th</sup> place after a meagre 37 laps. Maybe that is why it has taken Slot.it so long to churn out the #62

car eh! However, the latest model has the new chassis - CS05t-60b - so maybe the guide will be on the other foot (poor pun I know!) if you put these two models up against each other on the track? You could always stick it up against a Porsche 962C, such as SICA34a, that finished 4<sup>th</sup> the same year/race and see who comes out on top in the rerun? This is the 11<sup>th</sup> C9 Mercedes produced, if you count all the series produced to date, and I suspect there may be one or two more to come. Time will tell.

Moving on to the Lola SICA31b and this will be only the second of this particular series of car but if you count the closely related SICA22a/b/c/d series then that would take⇒⇒

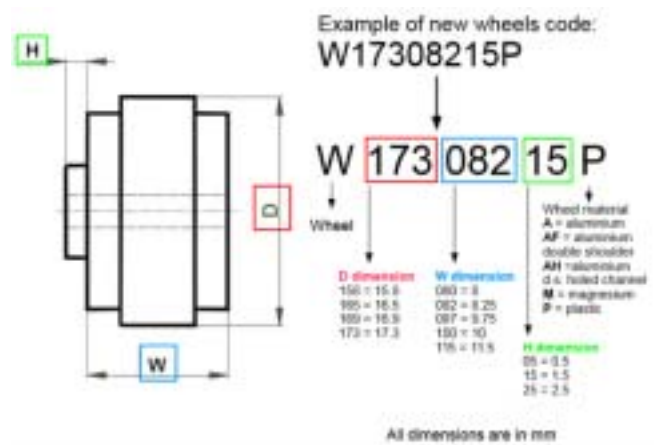


all variants up to seven including the NSCC SC22a car of course! What is interesting about the real cars history is one of the few women drivers to have competed at Le Mans (and motor sport in general) Vanina Ickx is the daughter of the legendary Jacky which gets lots of points in my book as he is an all time favourite driver of mine. On top of that, this is a whole Belgium based team and drivers combo of Kronos Racing and the Marc VDS Racing Team. However, unlike the dire Mercedes performance from 1987, the #22 car finished a very respectable 6<sup>th</sup> in 2011. Without checking my earlier article, I'm sure I got quite excited about the first SICA31a car in iconic Gulf livery and new chassis etc. but I'm afraid Slot.it's choice of livery for this one looks a right duffer to me! Now as they say, beauty and all that is to everyone's individual taste and I sure hope it looks better in the hand then in pictures as I will be ordering one of these shortly, probably? Ah well, that would be the collector in me then. Then again maybe not, as I have not purchase some cars in the past as the livery did not do it for me or I just do not really like the model depicted such as the Chaparral 2E. Each to his own! So putting the looks aside, the model/real car certainly has an aggressive stance and only comes armed with an anglewinder motor config as the super slim rear deck is faithfully reproduced and prohibits any other motor options, unless there are any enterprising hackers, sorry keen modifiers out there that have managed to install a different drive train combo?

Finally for this month, back to Terry who has some information on Policars wheel numbering references which you should read in conjunction with the attached diagram for clarity. Here is how it works, Policar have taken the three important dimensions (diameter, width, hub thickness), and used them to create the code. For example, our example wheel Ref: No. WH1110-A1 is 17.3mm diameter, 8.2mm width, 1.5mm hub. It now becomes W17308215A where:

W for wheel.

Diameter in mm 17.3 —> 173).



Width in mm 8.2mm —082).

Hub thickness in mm 1.5mm — 15.

A for Aluminium.

Another example:

Old code PA17-PI (15.8\*8.2\*2.5mm).

New code W15808225P.

W = wheel.

158 = diameter.

082 = width.

25 = hub width.

P = plastic.

Easy eh! Perhaps they could have made it longer? Well, I'm sure this will just be great for some people and awkward for others. Not good for me as I never got to grips with part numbers in my previous jobs and stuck with a description as much as I could!

That's it for now for this month but "many thanks" to Terry at Gaugemaster for his insight and information and continued support of the NSCC and Slot.it for the additional news. Ciao and arrivederci till next month.

PS: I know, a bit early but this will be the last Journal before the big fat jolly red fella turns up so Merry Christmas and Happy New Year to everyone, J Get your Slot.it / Policar wish list in now, or maybe it is too late already?

PPS: also waiting for the two Slot.it cars mentioned above that should turn up today but this will be too late for me to take pictures as Jeremy's copy deadline has passed already and I'm a bit late submitting this as it is! I've also got to get them past wife V1.0 as well, which is no mean feat, so maybe next month I will include a fe more pictures of the actual cars and who knows maybe a little review? ■





Welcome back to Sideways. There is not a huge amount to report this month but there are two significant models due for release although I do not have any details of the actual release dates or the retail prices at this time, although there are rumours of a significant price increase on the internet on these cars.



The new Lamborghini Huracan GT3 is due and photos of a black prototype have been released. Terry Smith reports that the first release will be a white kit. I have no information about the running gear but presumably it will be

a Slot.it Flat-6 yellow 20.5k rpm motor. The model looks as if it will go very well on the track. The race car was based on the Huracan LP610-4 introduced in 2014. The road car is 4-wheel drive but the race cars are rear wheel drive.



The second model is the 1976 Giro d'Italia winning Lancia Stratos HF Turbo number 598. The car was driven by Carlo Facetti and Piero Sodano, who often co-drove with Sandro Munari. This was the 2<sup>nd</sup> of the two purpose built Group 5 cars produced by Lancia and was chassis numbered 2634 and registered TO1533. The model has reference RCSW53.

Hopefully more news from Racer in 2017, in the meantime I wish all you Club members a Merry Christmas and happy New Year. ■





This time, I can report on two new cars which are being shipped this month both are reliveries of previous releases, they may have hit your favourite slotcar dealer by the time you read this.



First up is reference: NSR0021AW, which is the Porsche 997 GT3 Haribo from the 2011 Nurburging 24hours



The famous sweet brand adorns this Porsche 997 which has the usual angle winder 25k motor. I am sorry I don't have race information on the real car.

Following on we have reference: NSR0020SW, the Ford MKI GT40 #20 Equipe



Colegio Rio De Janeiro 1969. A lovely looking Ford MK1 GT40 which I believe failed to finish the race, it is also fitted with usual side winder 20k motor.

The most exciting news to come from NSR in a while is the pre-production pictures of the long awaited Corvette C7R. Apparently licensing issues have delayed the release of this model.



Many thanks to Terry Smith the brand manager at Gaugemaster the importers of NSR slot products into the UK for providing the information and photographs for this report.



I hope to have more news for you next month, and can maybe provide a bit more background on the Corvette all being well. In the meantime Merry Christmas and Happy New Year to you all. ■

# NSCC Christmas Competition 2016

**By Jeremy Naylor**

So this year, after a bit of an absence we have decided to have a little Christmas competition, now it really is very simple, so there is no reason for you not to enter. The competition is open to all paid up members of the NSCC with the exception of the Committee and their family members. Only one entry per person and please state your full name, address and membership number when you enter.



We have on offer as the prize, a very nice Teamslot RS Escort, Barn Find, a very Limited Edition car (50 in total) and becoming hard to find now, kindly provided by Steve of Staffs Slot Cars.

So here we go, as you know this year has been, it could be said a particularly busy year for the slotcar world and in particular those of us on

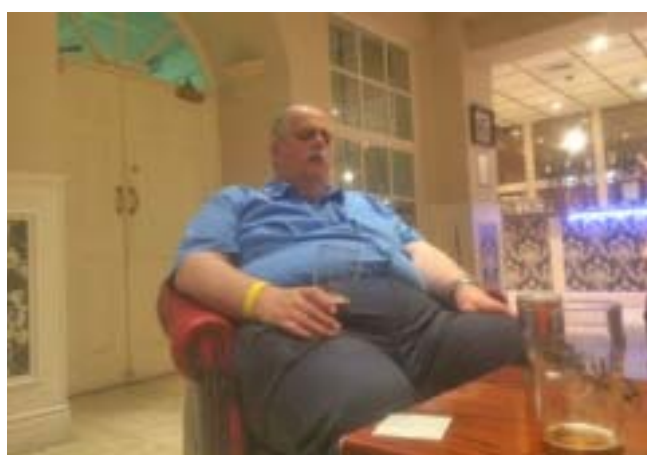
the NSCC Committee, who have attended events all over the country and indeed abroad during 2016. In particular our Chairman, Martin Baines has attended a number of these events to meet up with as many of you, the members as possible to hear your view and comments among other things as well as for his own enjoyment.

Now attending all these events can result in you getting pretty tired during the day and so having to catch up on your sleep where possible, which unfortunately leaves you open to others taking photographs for nefarious purposes! However in the spirit it is meant, it also provides a background to this competition which is purely a bit of fun.

So simply, using your skill and judgement (with a bit of luck also!) look at the two pictures of our Chairman catching a quick 40 winks and let me know which event he may have been attending when the photograph was taken?

All I require is the name of the event, no specific dates or particular place of the photograph being taken are needed. In the event of tie all the winners will be entered into a "hat" and one name drawn out randomly. Send your entries to me, at [editor@nsc.co.uk](mailto:editor@nsc.co.uk) or via post (address on page 1 of the Journal).

Closing date for the competition is 8th January 2017, so get your entry in and good luck! ■





# NSCC/ Hornby Ramsgate Weekend 2017 Report

By Clifford Millward

I attended the NSCC Ramsgate weekend this year and as it was my first visit I am reliably informed that it is a “tradition” for newbie’s to write a review for the Journal, so whilst I feel I may have been set up, here goes with my own view on the weekend as a whole.

I travelled down from Bolton, also known as “Notlob” as I was later informed by Adrian Norman over dinner, (See Monty Python for more on this one) in the north west of England, setting off on Thursday, hoping to arrive fresh and relaxed on Friday after an overnight stay. I had to battle through a Hurricane along the M6 and the weather only improved as I reached my stop off near London.

The following day the weather and travel was much better and arrived in Ramsgate Early giving me some time to have a quick look around the town centre. Although the town centre looks a little dated I did like the harbour with lots of fish and chip shops.

I arrived at the Pegwell Bay Hotel in good time and went for a walk along the sea front before booking in. I was very pleased with my room, it was clean and tidy with good facilities although it was on the 3rd floor and had a Fawltly Towers sea view (a carpark!) If I stuck my head out the window I could indeed see the sea between some buildings.



Overview of the room, and sunshine!



Porsche on the analogue grid.

After a shower and a change of clothes I went to The Sir Stanley Grey Public House facing the hotel to meet up with other members. To be honest I looked around and did not recognise anyone, but after a few beers I got into a conversation and was welcomed into a group all looking forward to the weekend ahead.

After a good full English breakfast the following morning we all met up to be given a weekend T-shirt and name badge.

We then had a very good presentation by Simon Owen of Hornby on the Scalextric range for the early part of 2017 and also on the reasoning and logic of the range selection,



Some of the analogue racing was close.



**The digital track needed a different style of racing, with team focus the order of the day.**

Simon also brought along a few pre-production samples for us to look at, which was great and much appreciated, he also managed to answer a few questions from those attending.

Soon after we were taken by coach to visit the Hornby Visitor Centre and Museum. We were led into a room full of goodies, Scalextric, Hornby, Airfix to name but a few. Here, there was great bargains to be had, We were asked to restrict our purchases to one of each item to ensure everyone had a change to indulge, then we could return and purchase more if we wished. A one point I found myself looking at a Hornby train set and only came to my senses when I had a vision of my wifes face upon my return (not trains as well!).

Next we went into the Visitor Centre and we could buy items in the main shop with a 20% discount and of course we had the opportunity to look around the excellent Museum. It brought back many fond memories of my youth.

Too soon we were back on the coach returning to the hotel for a good hot lunch before an afternoon of races began. Many keenly fought races took place on a both digital and classic tracks, the later with a dodgy lane 4 or so it was claimed by some of those racing, the shortest lane is not always the best, although the Editor managed to come second in a race on this lane!

After the completion of the afternoon races we had some free time before Dinner, to either relax in our rooms or indulge further in the pub.

After a three course meal it was time for a raffle. There were plenty of prizes to be won, but, "I never win on a raffle!" What! My number came up and I was handed a superb "Final Approval car which was used for the Limited Edition Yellow McLaren P1 at the 2016 UK Slot Car Festival, which was kindly donated by Roger Barker.

After breakfast the following day it was back to the tracks for more racing. Unfortunately



**Some claimed lane 4 was "dodgy" it worked ok for the Editor in his heat!**



**Concentration is clearly required.**





**Auction items on display, kindly donated at large by Hornby.**

for my team members I was in the “Hopkirk” team. We reminded ourselves of the old saying “It’s the taking part what counts” as we finished last over the two days. Well some one had to finish last! There was however a winning team, congratulations to the team Elford who only prevailed after a race off with team Aaltonen, due to the two top teams having completed the same number of laps over the weekend.



**A selection of auction items, over £500 was raised for the Club, thanks to everyone!**



**Finally here, the Teamslot Escorts were available for purchase.**

The Ladies races followed with Sarah Davidson winning the final overall and all of the top four ladies getting prizes of Boots vouchers in varying amount.

Following Sunday lunch, it was back into the race room where an auction of a collection of NSCC cars, Scalextric prototypes donated by



**The winning team, we got a prize too, a Tony Trimmer Lotus 72!**





**Sarah collected the ladies race winners trophy.**

Hornby and other Limited Edition items took place. I managed to win a Chrome Bugatti Prototype and a NSCC 2016 Milton Keynes Swapmeet Bentley to add to my collection, overall the auction raised over £3,200 for charity on behalf of Hornby.



**Helena Torres got a well deserved third place.**

I also collected this year's NSCC Club car, the Teamslot RS Escort and finally, after renewing my membership and paying for my auction cars, I collected this years NSCC Ramsgate Weekend Car, a very nice Tony Trimmer Lotus 72 suitably Tampo printed⇒



**Somehow, Mrs. Editor finished second in the ladies racing!**



**First time attendee, Judy Whitehouse took 4th place overall in the ladies racing.**



**"Get on with it Martin" my arms are aching!**

with the event details on it and certificate for the same, it was then time to say goodbye and start the long journey home back "up North".

To summarise my weekend then, I have meet up and enjoyed the company of some like minded people with a common interest who are happy to pass on their skills and knowledge. I had an opportunity to visit the Hornby Visitor Centre and Museum while also collecting some cars at a great prices. I had the opportunity to bid on and win some rare



**A final shot of the analogue racing, thanks to Andrew Moreby for all the photos over the weekend.**

collectable items as part of the charity auction. I enjoyed my stay to a very nice hotel with some good food and finally I realised that for next year I need to dig out my track and get some laps in before hand! All in all, I have thoroughly enjoyed the weekend and hope to visit again next year, my thanks must go to all the Committee for organising the event and to all the other attendees for making me feel so welcome as a new attendee, I hope to see you all again soon. ■



I know that I probably said this last year as well, but I can't believe that another year has almost passed, but it has and that means that Father Christmas is almost about to call and bring us loads of rubbish once again, ooops probably can't say that but at least I might get a chance to watch all of the Star Wars films this year as I say it every year, but it never happens either but then again I'll probably spend most of the time getting ready for the "slightly larger due to demand" Swindon swapmeet which is on once again, but on the Sunday 8th January this time. If all goes to plan then I'll be having a table there once again, so if you see me then please come over and say "hello" and maybe even buy something perhaps!

In the meantime, it's on with the slotcar news then and I must say that last month I ended up sending Jeremy way too much stuff for the Journal and so he had to miss a fair bit out unfortunately, but at least that means that we have something up our sleeve for future issues, but for this month we'll start off with Chase Cars, and the latest news on Gareth's latest amazing creation from the Film world.

## An Update On Chitty Chitty Bang Bang

So, having asked Gareth for his latest news for this month he sent me the following:

*Hi Graham,*

*An update on Chitty!*

*There are plenty who say that if you're not shaping wood by hand then it's not real scratchbuilding. I'm quite open that I don't have the skills to do that and if that makes me a lesser person, so be it.*

*Personally I prefer a more inclusive approach and think the essence of scratch building is having a vision of what you want, using the tools you have, spending far too long on it and testing your determination – so from that criteria, then Chitty is a pure scratchbuilt car for certain!*

*The body shape took several tweaks to get right, which means that at first glance you don't see much progress despite a couple of hours work at each stage. To keep me entertained, or sane, I did some separate bits in between.*

*The windscreen was straightforward but the original car's complex brass linkage just wouldn't survive as a 1:32 resin part let alone a 3D printed one, so I simplified it a little, and also took some liberties with the carriage lights, by bringing them inboard a little so they wouldn't snap off if the car rolls over.*

*The windscreen itself could be a 3D print from the same material as my chassis which is easily tough enough to survive a roll or two, so that will need some testing over the next couple of weeks.*

*A few more frustrating shapes on the body and to stop the frustration I did the exhaust.*

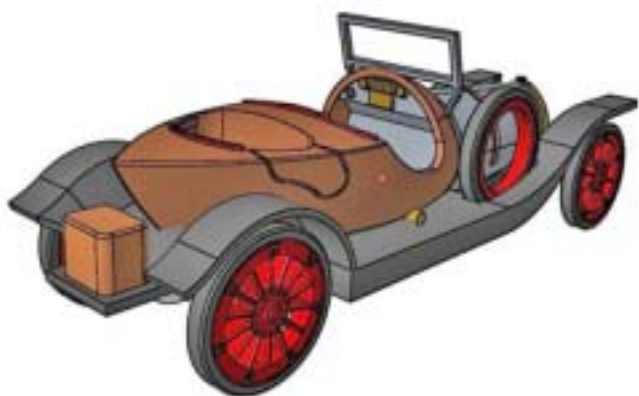
*The Corgi model is quite a good guide for some of the real car but on the exhaust they made a mistake on the front pipe. The replicas are often wrong too, so when*



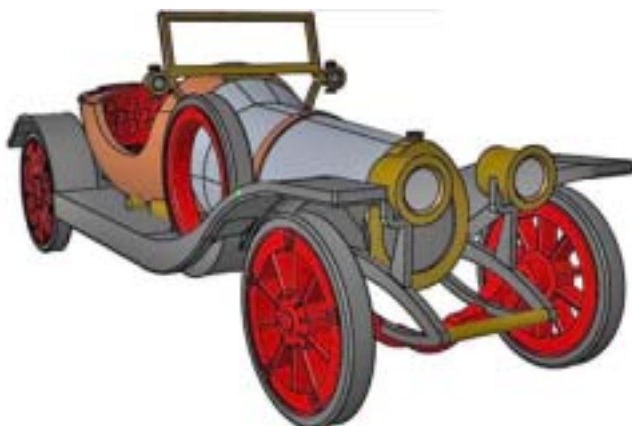


searching for pictures to copy you need to make sure you're looking at the right car. The front pipe should curve to follow the front wing when the car is viewed from the side, before curving into the bonnet. The other pipes use some of the same curve but again it's a matter of drawing it up, looking at pictures and seeing where it needs to be reshaped to get the right look.

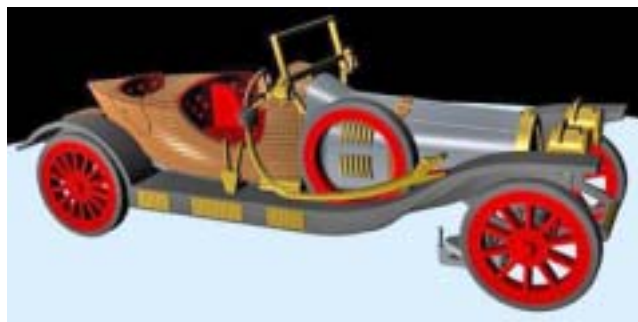
The spare wheel recess was comparatively easy; the Scalextric vintage Bentley has slightly wider tyres than Chitty needs but the diameter is a little small so they'll need to be stretched over the rims. This makes the spare a bit wider than it should be which kept me awake worrying about fitting the boa constrictor horn alongside it.



The headlights are a bit like the eyes on a car's face so now seemed like a good time to put them in. Again, I couldn't make them as intricate as the real car's lights as it couldn't be reproduced and be strong enough. However I got the outside shape correct, the cylindrical features above and below the main lights and once they're the correct colour it all looks better.



By this stage of dipping in and out I was happy with the car's body shape even though I'd reshaped everything from the radiator back, at least three times. The thought entered my head about the boat tail, as the car's planks



were a darker shade than the joins should I do the same with the model? It could be done with graphics but getting them to follow a curve is not easy, so how about I do the same recesses as the real car so the infill can be picked out in a lighter colour?

I sketched the height and length of each plank, projected that shape onto the curved bodywork and then cut away slots using them as a guide. While this was a complete pain to do, the final look motivated me so much that I got on with the other details, louvres on the running boards, louvres on the bonnet, door handles, gear lever and many, many other parts and this is how it ended up.



I've almost finished the steering mechanism and the rest has been sent for 3D printing which will be the master model.

I've even ordered a new set of tyres as the ones on my own Bentley aren't looking good after 30 years so when it all arrives I can do a trial build, iron out any bugs and then make the silicone mould.

By the time you read this it should be almost ready to go, and it just wouldn't be Christmas without Chitty Chitty Bang Bang, would it?

Regards,  
Gareth

Isn't it amazing how Gareth has gone to so much trouble to get the thing to look "right" and I'm also amazed at how fast it has all come together given that it was clearly not the easiest of cars to model in CAD plus also factor in the

fact that he has a day job as well it really does make me wonder where I go wrong but as Gareth says, Christmas without CCBB just wouldn't be the same, would it (Not that I ever watch it I hasten to add in fact I've never ever seen it, honest!)?

I've also just thought that it's going to make the 2017 Slot Car Festival rather interesting as well if Gareth is running the Italian Job Coach and CCBB on one table and Martin De'Ath is on the table next door running all of his marvellous creations now that's got to be worth a visit to see, hasn't it?

### **Last Month's Slot Track Scenics Open Day**



Having told everybody about it, then I was actually ill on the day so I couldn't attend! But they all had a great time apparently, so nice one David and Guy and as well as a working pit lane you will also see that they've started doing the



rather large "infill" sections as well with the one side representing a bit of an old airfield complete with a runway but without the three aging presenters I hasten to add as they were off on some sort of "Grand Tour" apparently but as I didn't manage to get there myself then here are some photos courtesy of Adrian Judge and Mark W. of the Bearwood club.

The plan is to have the next one during the February 2017 half term holidays so if you⇒⇒







want to make a note of that now then please do and hopefully I won't have the Flu again! By the way, 2016 also marks David and Guy's 10<sup>th</sup> year of trading in case you didn't know, so well done on that score to you both and if Guy had never asked his Dad for some more realistic scenic items to put around his Scalextric track then STS would never have been born and you can read a bit more about these past ten years in the latest issue of Slot Car Magazine as we've persuaded David to tell us a bit more about the early days especially there and it's very enlightening to say the least. Plus it goes to show you the level of dedication and investment that has gone into this business in order that we may all have a chance to buy extremely realistic and easily affordable trackside accessories for our layouts, so a big "thank you" for that David on behalf of everyone who's home layouts have benefited from your products.



### **GP Miniatures Reims Building**

Guess what? I've actually finished it! And doesn't it look rather good with all those 1970s F1 cars in front of it? My best tip for anyone who buys it is to make sure that your scalpel or Stanley knife blade is brand new and really sharp as the one I used wasn't initially, and so it tended to



"dent" the foamboard rather than cut it at times, which was a shame, but you can't really notice it unless you look really close up.



For the money (£20) it's pretty good value I think and Graham has now made it available at selected retailers also so maybe add one to your Christmas list or Green Tuesday or Red Wednesday sale or whatever stupid term they come up with next to try to make you buy more,







trouble is “Allied Carpets” probably thought of it first way back in the ‘70s and, if you can remember the only day in their trading year that they DIDN’T have a “sale” then maybe Jeremy will give you a spot prize perhaps?



Anyway, what the building really needs now is a bit of furniture and some people inside it to finish it off but as to when that will happen, then please don't rely on me! But in order to facilitate that then I've actually left the roof and bottom panels loose so that you can gain access to glue the necessary items to the baseboard and the “first floor” floor. So, from a flat pack to a trackside building in a few simple steps what more could you want?

### SCX And Avant Slot News

If you hadn't already realised December 2016 is a bumper month for SCX new releases as you will already know if you've been following Slotforum or the PSR website with loads of new car liveries coming like the FIAT/SEAT 131 in the rather nice “Calberson” livery as well as the



stunning “Andrews Heat For Hire” Talbot Sunbeam, which would go rather well with the previously released MK2 Escort in that livery as well and there's also the “Allied Polymer” MK2 Escort as well together with a Safari Rally version of the very long lived in real life Renault 4, so it finally looks like SCX are getting back on track? Doesn't it especially if you check out⇒⇒





was for a real car rather than a slotcar as you view the opening scenes and probably for way less money than a certain other TV thing that I could mention, they really are that well done.

By the way, as well as all of this rather nice stuff from SCX, Steve also said that there is another great version of the Renault Alpine A310 coming from Avant Slot in yellow as you will see here which has got to be one of the nicest liveries to date I reckon?



the videos of the slot cars on the really great, landscaped track that they have been filmed running on you'd almost think that the shoot

### George Turner News

Having eagerly waited for the Postman to arrive with my recently ordered Aston Martin DB2 kit then here's what I got for my money off George and I see that he's now using a grey/black colourant for the resin for the chassis as well, which works quite well I reckon as it saves you having to paint it.

I've also dabbled with this as well by using a similar sort of thing that the chap that I buy my resin from (DWR Plastics) sells, and it is basically some sort of paint apparently and you mix it into the resin as you stir it and by combining the





primary colours together with black and white then you can create some weird and wonderful colours very easily but you don't have much time to mess about though as the resin that I use tends to set past the point of no return rather quickly, and so you basically have to go with the colour that you've created "as is" rather than trying to add a bit more unless you add it to the one part only but then you risk it absorbing moisture if you take too long so I tend to have the paint in a separate tub ready for me to the pour the mixed resin into, and then you mix that up as well and then pour it into the mould and sit back and wait as normal for it to cure.



as you can see here with this other 39 Chevy that didn't exactly go to plan, whereas the pastel green 39 Chevy came out OK.



Just to show you what I mean these three Minivans are all cast using this "adding paint" method but make sure that you mix it very well and make sure that you leave a bit in the mixing pot as the dregs may contain unmixed paint which will then make the finish a bit weird and wonderful if they end up as part of the casting

Note never add water or products containing water to the resin mixture though as it will "froth" and not only ruin the casting but it may also overflow the mixing pot and make a bit of a mess.

OK, enough about my attempts at casting then, and let's see what George has been up to →







lately then, so having asked him for a bit of information on his latest activities, then here is what he told me.

*Hi Graham, not much in the way of new stuff at the moment, but we have brought back quite a few of our older cars into production.*

*The “TWR” Jaguar XJS will be back in the range very soon with a few improvements to bring the castings up to date whilst we have also recently reintroduced the Austin Twin Cam, Morgan, Cheetah and MGB’s and C’s, but in a slightly different spec for these last two cars.*

*We just received our latest order of running gear from Pendle Slot Racing so about 70% of our range is now available with running gear for those who want to buy all of the bits for a particular car in one go.*

*The next new prototype will be the Alfa T33, and I’m hoping to get this one ready for early next year, so this should be the first new car of 2017 then.*

*That’s all for now, so “Merry Christmas” to you and to all of the NSCG members also.*

*Regards,*

*George*

So, it’s very good news that George is bringing back the green “TWR” Jaguar XJS



that he did several years ago now and having dug deep into my car storage places then I managed to find my own one that I built a few years ago now and did actually manage to finish, so are you impressed, then? ‘cos I am!

You will also probably remember that he then went on to do the Group 44 version as well, so if you also want him to bring this one back as well then please let him know via Facebook, email, or the very old fashioned, but still quite effective telephone or pen and paper perhaps, but again, I had one of those also but this is where I live up to my current reputation and



have to say that unfortunately this one is still WIP but I have also made an alternative chassis for it though which uses an SCX PRO-SPEED motor to give it a bit of grunt compared to a standard Hornby Mabuchi “S” motor that I would usually fit into the chassis that George supplies with all of his cars for no extra charge.

I’m guessing that George will also be at the Milton Keynes swapmeet in February so hopefully we’ll all get to see him there then, if not before so I look forward to that then, as then we can do a “GT Live” event then perhaps also?

### **Dudley Slot Car Club 2016 Xmas Bash With Turkey (No Way!) Curry And Mince Pies**

Yes, you guessed it, Mr Dave is doing the Curry and I’ll be bringing the mince pies along on Thursday 29th December from 6.00pm until 10.30pm. Both tracks will be open for use and there will also be organised racing for those who want to join in on the small track using Hornby GT or Rally or BTCC cars as we normally do once a month throughout the year when the Bearwood Club invade the Dudley Club on a Monday night.

If you want to know more, then please talk to me, Graham P. on 01384 561532 or via [bearwoodscalextric@gmail.com](mailto:bearwoodscalextric@gmail.com) or Mr. Dave, owner of Dudley Slot Car Club on 07711 000795 or via [slotsdudley@aol.com](mailto:slotsdudley@aol.com) or check out the Dudley Slot Car Club Facebook page for more information.

I wonder what we can look forward to in 2017? I bet “The Truth Is Out There” for certain as “Mulled(er) and Scully” used to say, so time to do a bit of internet surfing then or you could just simply wait until your next NSCC Journal arrives assuming that you remember to renew that is as everyone’s subscription runs out on 31st December remember.

So, until then, thank you to Jeremy and the rest of the Committee for serving us for yet another year and so it’s a “Merry Christmas” from me, and a “Happy New Year” from him as they used to say on the telly when I was a kid, and as I said earlier I hope to see some of you at the Swindon swapmeet next month. ■



**K** is for Kaiser Darrin, Kaiser-Frazer, Kia, Kieft, Kissel, Kleinschnittger, Knox and Kurtis.

After building 1,490 Liberty Ships and 50 Aircraft Carriers for the US in the Second World War, Henry Kaiser joined up with Joseph Frazer after the War to make Kaiser-Frazer cars, which were launched in 1946. These included the Kaiser Special and Custom, and the Frazer Standard and Manhattan. Their designer “Dutch” Darrin continued making Kaiser Darrin cars until 1958, using Cadillac engines.

Chul-Ho Kim founded Kia in South Korea in 1944 to make bicycle parts, then motorcycles in 1961, three wheelers from 1962, Titan trucks from 1971 and then cars. In 1998 Hyundai bought 51% of Asia Motors and Kia, and allowed Kia to continue with its own, mainly four wheel drive models. These have included the Rocsta, Retona, Sportage, Frontier and Sorento.

Cyril Kieft started with a Formula 3 car in 1950, continuing development into a range of sports cars available in various stages of build and with various engines including Bristol, Coventry-Climax, De Soto and MG, until 1960.

If you want to see one of the 650 Kiefts made, this one is in the Black Country Museum.

Kissel were Wisconsin Car Makers from 1905, building sports cars from 1918. The Kissel Golden Bug competed with Stutz and Mercer until the recession forced closure of the Company in 1930.



Kleinschnittger cars looked like Noddy's car and were basic cars made for impoverished post-war Germans from 1949 to 1957 with a rope-pull recoil start like a lawnmower instead of having a starter motor or battery, and the motorcycle gearbox had no reverse gear so the back of the car had to be lifted around to go back the other way. 2,980 were sold though before Midget cars went out of fashion and the Company's bankers pulled the plug.

Knox were the first cars to have air-cooled engines, back in 1900. The first three wheelers became four wheelers and water-cooled engines were available from 1908 until the Company was sold from bankruptcy in 1912 then car production ended in 1914 as Knox started making American Army Trucks instead.

Frank Kurtis started making Midget racing cars in the 1930s, then made Indy cars and built the chassis of the winning Indianapolis cars in 1950, 1951, 1953, 1954 and 1955. they all had Offenhauser engines. Kurtis also built chassis for Novi cars and several sports cars. The four cylinder 4.1 Litre engined 1953 race winning Kurtis Indy car had just two gears but could reach 180mph.

Let's see how slot car versions of the above manufacturer's vehicles are doing on eBay:

1. Cartrix Red Indy Kurtis Offenhauser J.Parsons Limited Edition £72.00 (311617240703).
2. Cartrix Yellow 1950 Indy Kurtis Offenhauser J.Parsons £54.46 (391529020082).





3. Cartrix Red 1949 Indy Kurtis Offenhauser £47.93 (272409665113).
4. Monogram Tiger Kurtis Midget Brass Chassis “Best Offer” below £20.02 (381823601447).
5. Blue Crown 1948 Indy Kurtis Watson Bill Holland Resin Kit £12.01 (191777898272).
6. Blue Crown (?) 1955 Indy Kurtis John Zink Resin Kit £11.61 (191904998063).
7. 1/43 Decals for 1953 Bill Vukovich Indy Kurtis £5.61 (331876663359).
8. 1/24 Decals for Indy Kurtis Offenhauser Sprint Car £3.97 (152213001668).

Only eight slot car items have been sold on eBay recently starting with a **K**, and all of those were Kurtis. There are a few more Offenhausers of course, including Scalextric ones, but I’ll leave those until we get to letter **O**.

### Monthly eBay Top Ten

1. Tamiya 1/32 Lotus 30 Kit £1,883.26 (311723926017).
2. Cox 1/24 Chaparral 2-E Body Kit “Best Offer” below £1,601.31 (401216419700).
3. International 1/24 Tijuana Taxi “Best Offer” below £1,263.63 (401213222256).
4. Cox 1/24 Lime Green La Cucaracha Thingie £1,177.11 (162262198290).
5. Tamiya 1/24 Ford Galaxie Kit £801.06 (302125520241).
6. Cox 1/24 Chaparral 2-E “Best Offer” above £775.61 (322315519545).
7. Tamiya 1/24 Lancia Ferrari Kit £640.85 (292929455327).
8. Champion 1/24 Sports Car Kit £639.95 (232125188028).
9. Classic, Cox, Kal Kar, Monogram and Revell 1/24 12 Car Collection £633.64 (122206331989).
10. Gilbert 1/43 1965 James Bond Set “Best Offer” above £620.00 (182239928618).

The Champion Sports Car Kit looks as though it was a wise investment back in the day, as it’s original price of \$2.99 is still on the label.

Surprisingly, only a single 1/32 item in this month’s Worldwide eBay Top Ten, so for a change let’s look at the UK only:

1. French Scalextric Red Aston Martin Marshal

Car £376.66 (122195584424).

2. Triang Minic Motorway 13 Vehicle collection including Tank, Steam Wagons and Road-Railer tractor unit £371.00 (252568003202).
3. Scalextric Vintage Blue Cooper £339.88 (152274448027).
4. MMK Fiat Bartolletti Ferrari/Maserati Transporter Resin Kit £330.00 (152278510126).
5. Scalextric 57 Cars plus various Sets Collection, including two Wrenn 152 sets £326.00 (311721106432).
6. Scalextric Race Tuned Green Austin Healey £325.00 (262677148051).
7. Scalextric Vintage 16 Car Collection including Austin Healey, Aston Martins, Ferrari GT, Matra, and Mini £311.00 (182323908088).
8. Scalextric 50 boxed 1980’s Cars Collection £300.00 (291906995501).
9. Vintage Slot Car 17 Car Collection found in a loft £299.95 (332009190839).
10. Resin 1954 Mercedes Renntransporter Probuilt Kit £295.00 (351873146860).

Please note I have excluded four digital sets that appeared in the UK Top Ten to make it less boring. This has left us with some interesting vintage collections and some single cars achieving high prices. I hadn’t realised Race Tuned Austin Healeys were worth that much, but the reputable seller and the buyer obviously did.

Judging by the comments on his listing description, it appears the seller of the 17 vintage slot cars he found in his loft, left there by a previous resident, may have finally given in to cheeky eBayers who made direct approaches to him with offers instead of bidding in the usual fashion. It appears the seller then cancelled the existing bids despite them being already placed, and instead asked for the best offer over £250 to be made to him directly instead, at which he presumably ended the listing early at that price? It must have been frustrating for those that had already placed bids. If the seller had held his nerve and let the auction run he may have received a higher price still, as there appears to have been a lot of interest, or perhaps not – auctions can of course be unpredictable at the best of times. It is unfortunate that most eBay⇒⇒



listings these days appear to be in fixed price format instead of auctions, and this seems to be encouraged by eBay in their suggestions to sellers while items are being listed. Part of the attraction of eBay is surely the possibility of finding a bargain, or selling your items close to their true market value, but the predominance of fixed price listings, in my opinion, makes this less likely. There are currently 108,199 (Worldwide) and 31,571 (UK) eBay listings in the “Scalextric and Slot Car” category, but only 11,037 (Worldwide) and 4,464 (UK) are in auction format. Luckily there is an eBay button you can choose to show auctions only.

### **eBay Watch at Large**

We took advantage of the half term holiday to make a Scalextric themed trip southwards in October, starting with Gaugemaster’s slotcar day at their shop in Ford, where I picked up some bargains, then attending the Havant swapmeet followed by a visit to the excellent Minimodels Scalextric Exhibition at the Havant Spring Museum.

To get the miles in, we then proceeded to Cornwall for a few days. I had emailed the Chairman of the Cornwall Scalextric Club to check if they would be racing that week, and they were, so I duly inputted their postcode into my Satnav and off we went. The car took us to what I assumed to be the Troon Church Hall where the club meet, only for us to discover we had arrived at a Ballet Class in Camborne instead! Resisting the temptation to don tutus, we continued to Troon and enjoyed the evening racing their club cars with magnets still fitted, around a four lane Classic Scalextric track. The track is attached to wooden baseboard sections



that are then placed on the floor of the hall, so some kneeling was needed, not to pray for a good race result, but to marshal the track. The club meet on certain Mondays and their website is [www.cornwallslotcarracingclub.co.uk](http://www.cornwallslotcarracingclub.co.uk). There is one of their fast moving Minis in the picture, honest!

### **Hornby Weekend**

Many thanks to all the organisers of this year’s NSCC Hornby weekend at Ramsgate. The special liveried Lotus 72 commissioned for weekend attendees is particularly nice.

One hot topic of conversation was the green Bugatti with a missing front suspension end that sold recently on eBay for £461.78 (232135459583). Listed as a Scalextric Bugatti Type 59 C70, questions were expressed regarding its provenance. It was mentioned that the car looked a bit rough perhaps, to be an original Scalextric item, so could be one of the later versions. If the new owner is reading this, your fellow NSCC Club mates would appreciate the opportunity to examine it more closely, at one of the forthcoming NSCC Swapmeets, perhaps? In the old days, winning bidders on eBay auctions were not anonymous like they are now, and it would have been possible to email the buyer and



ask them for more information on their purchase. I was once upset by another bidder outbidding me in the final seconds of an auction, so I did what you can't do nowadays, and checked out the other items they were bidding on. I ended up bidding myself on one of those items at the last minute, and did the same to them as they had to me. Rather satisfying at the time.

### Right Wavelength

At last I seem to be on the same wavelength as set collector Steve Williams, as I was already watching two interesting eBay auctions Steve flagged up to me this month. The first was a Triang Scalextric collection that included a nice French Bentley, an Alfa Romeo, a blue Powersledge Ferrari, red D-Type Jag and blue Porsche sports cars, and BRM and Porsche Formula Juniors. I fancied the Bentley and Ferrari, but bidding went too high for me at the middle of an expensive month, and the 22 bids that were made pushed the final price to £388.22 (311733039284). Even rarer, perhaps, than the excellent Vintage Bentley set on display at the Havant Swapmeet.

The second item was a very nice set too, being a vintage Revell slotcar set containing two Ford Mustangs that sold for just £45.00 after 5 bids (272439199883).



### End of the Line

Finally, it was a sad moment this month when my Sons asked me to sell their Scalextric sets and cars for them on eBay. This I duly did, but not before buying back the Demolition Derby set I had bought them myself only a few short years ago.

I explained I always felt unhappy about leaving a house without a Scalextric set in it, but my ex-wife said she was unlikely to use it, so that was that and the set had to go.

So Don't forget, a Scalextric Set is for life, not just for Christmas, and on that note I wish you all well for the festive season and hope you have a peaceful and relaxing time, rest assured there will be more eBay Watch in 2017, perhaps I will be reporting on your spends over the Christmas break! ■

