



No. 339 JUNE 2010

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## A Bumper Issue!

Well who would have thought it eh? This month I have had to ask our treasurer whether the Club can afford an extra four pages for the Journal as unusually we have too much to include, mostly as a result of the excellent Donington event, which you can read up about later.

I assume that many of our members did attend and found it to be an enjoyable day out with a bit of something for everyone, collectors and racers alike? I was lucky on this trip since I was allowed to attend on a “boys” outing and leave the family at home, partly as a result of the fact it was my birthday the week before.

It was good to catch up with other members as well as meet some new ones and also to put faces to names (Peter Emery I now know who I am chasing each month at deadline!).

I was particularly impressed with the organisation of the whole event, and for this the organisers deserve a “pat on the back” and a big thank you from all that attended.

Also worthy of thanks are those “ordinary” members, and I mean those not on the Committee who attended and helped set up the NSCC stands, tracks, etc. I realise you gave up a lot of your time to assist which is greatly appreciated by the Committee as a whole.

So I guess we will be moving on to the next events, firstly being Haynes in July followed by Brooklands in August, hopefully we will be lucky with the weather at these venues as well.

Within this Journal is your Club car order form, which we have simplified (well we haven't really as we have just put all the rules and information in the Journal but it looks simpler doesn't it?) and you will also note that not only can you order the car but also some of the surplus crystal cases or indeed some of the specially commissioned card boxes which your Club car will come in.

Finally, you may note (well you will now) that the NSCC/ Hornby Ramsgate weekend is planned for the 27th and 28th November 2010, further information, including how you can attend will be published soon.

So until next month

Jeremy



# MESSAGES FROM MARGATE



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

By Peter Simpson

For this month's report, there is a slight change in perspective, due in part to the fact that June's anticipated arrivals have already been covered, but also to report on other Hornby activities.

The Scalextric Roadshow is a trailer containing a fully landscaped, digital or analogue controlled Scalextric layout with a separate office area for holding meetings or as a control room for supporting the events being held. On Sunday it was configured to allow two analogue racers to compete, with the lap times being fed to a workstation for data logging and computation of results. The walls also provide ample space to display current and forthcoming releases: prototype and pre-production models are often to be seen on display.



Although intended primarily as a promotional tool, Scalextric put it to exemplary use at the Donington event by hosting the final round of a science education scheme.

The Scalextric4Schools program is an initiative that has been running for a couple of



years which encourages students to become involved with engineering, specifically in the design, manufacture and racing of slot cars. Software support is by PTC who provides a professional 3D computer-based design suite: Pro/ENGINEER free for each of the entries: the tie-in works very well as it is on Pro/ENGINEER that all new Scalextric cars are designed.



This example illustrates the work of Sandbach School. Hardware is provided by Scalextric as a pair of packages: a track pack and running gear set, both at substantially reduced cost. After a series of events, the scheme reached a climax for the final at Donington on Sunday.

All that is required to compete is enthusiasm from the schools, parents and students, obviously key ingredients to the success of any project. The teams present were all eager to display their skills, truly overflowing with passion for the task. The teachers each brought specialised skills to their role, with some concentrating on pure engineering aspects whilst others focused on associated activities such as sponsorship, thereby raising students' awareness of other disciplines which often influence the application of engineering.

One aspect of successful project management was obviously apparent to all of the teams: that of dealing with time constraints. This was a good example of how engineering works in the real world, with some of the teams being late entries, but still managing to finish a vehicle by the deadline. Others had been on the project for two years and had been through several iterations as they evaluated the problems and optimised the solution. Many varied

aspects of manufacturing had been experienced by the students. The perennial decision of making or outsourcing components was addressed by several of the teams, with some even negotiating subcontract manufacture as part of a sponsorship package.

Full credit must go to all those involved and I make no apologies for listing all of these as their contributions are essential to the future of engineering in the UK. And of course, the investment by Hornby, should help to bring new blood into our hobby: certainly all those with whom I spoke seemed well versed in the mechanics of slot cars – even more so once they realised how a few small details can so significantly influence the performance of their cars.

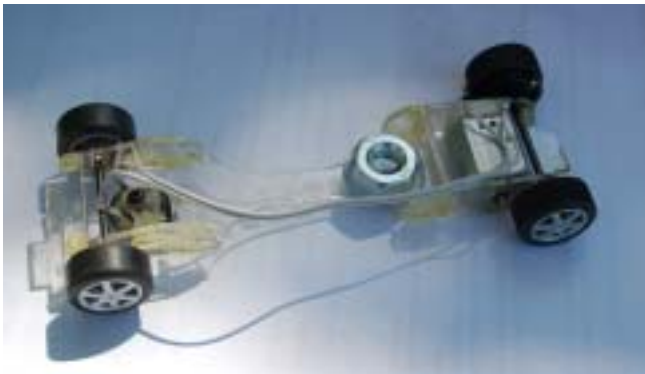
To those students whose projects that I didn't find the time to discuss, I extend apologies: the day just wasn't long enough! Below are a few details of five of the seven entries that reached the final round, with a brief explanation of each of the design philosophies and construction methods employed.

Noticeably, all the teams appreciated that weight, and its distribution, is key, and that too little affected both traction and the ability to remain in the slot. As a result, all the teams had the opportunity to optimise the placing of mass; encouragingly, none of the cars carried it on the roof! There was also the usual mix of belief in how slot cars ride the track: some went for three-point contact, others had all four wheels in contact whilst some hadn't appreciated this point so had avoided evaluating the options. Motor orientation also caused a few headaches, mainly in the ability to ensure accurate gear meshing. Surprisingly the in-line setups seemed to cause more problems than side-winders, but this could have been more associated with the construction method adopted for the chassis itself. As can be seen from the notes below, one team very neatly avoided any such issues.

Arthur Terry School, Birmingham, led by John Barry. This team had a clear vision of how the winning car should be configured – long and low: very low! Full advantage of motor location was taken by mounting it such that the  $\Rightarrow$



sidewinder motor axis was significantly below that of the axle. Rumour had it that it would run on Sports track, but had insufficient clearance for Classic track. Pushing parameters to the limit is not always the best plan – unless



it works. They nearly ran foul of the rules by not realising that wheels had to be fully enclosed – or were they just pushing the boundaries? Rather conveniently, they had a legal body as a back-up.

St. Augustine’s School, Scarborough,

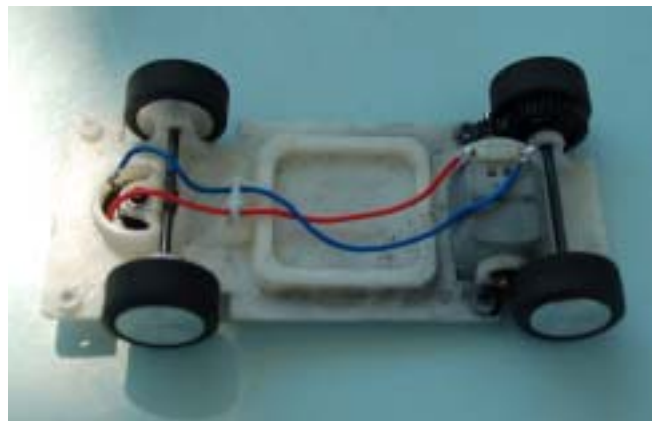


supported by the parents. A neat trick on this car was to employ a Scalextric Lister engine sub-frame, thereby ensuring an accurate gear mesh and immediately resolving the main problem that plagued their competitors. Unfortunately they subsequently suffered from having increased ground clearance and a higher centre of gravity relative to some others. Hopefully the lightweight body helped offset this penalty.

Sandbach High School and Sixth Form



College for Girls and Simon Hooker. The evolution process often witnessed in engineering projects had been most successful as the project progressed from a laser cut, plastic chassis to the 3D printed, rapid-prototype final design. The rather elegant, finished chassis would be ideal as



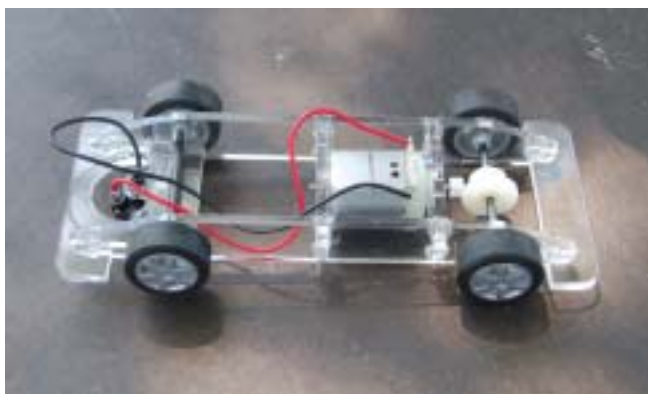
the basis for another school project if the economics coursework calls for initiating a small business. As in any form of sport, the rules were “interpreted” with the Scalextric wheels being substituted for machined alloy. If the others noticed, they were too polite to register an objection.

Tiverton High School, supported by Nick Hedges. Nick brought all of his skills in





promotion to the project and achieved support from Bentley. The exact financial arrangement is academic (pun intended!) but that aside, what a morale boost the team must have had from



having a major manufacturer bring along a Supersport model liveried to emulate the students' design! One-upmanship at its best.

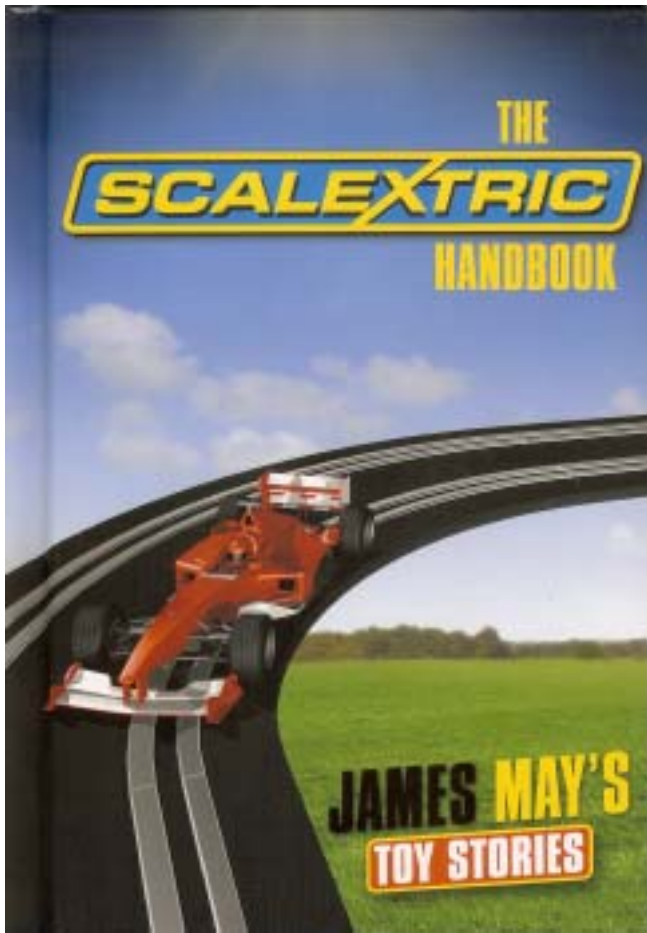
Hylands School, Chelmsford with teacher Ian McKay. This was a new team for the school's 2<sup>nd</sup> year of participation in the scheme. Similar in approach to others, the vacuum formed body was among the lightest, produced using an elaborate process of a plaster covered card former. The chassis followed an in-line design and proved to be competent in execution.

Interestingly, this was the only team to adopt the traditional pin mounting adopted for Lexan bodied cars.

For further information on the scheme, go to [www.scalextric4schools.org](http://www.scalextric4schools.org) and register your entries for next year as early as possible.

Alas, we left before the full results were published, so it was the girls from Sandbach that were thrashing the boys' teams for race times when we departed. Although the final positions were doubtless of great importance to the entrants, it was the sheer enthusiasm for engineering a solution that was so impressive: the winners were all the students that have benefitted from the Scalextric4Schools initiative.

As a final note, full credit must go specifically to Adrian Norman of Hornby and to Tim Brotherhood of PST. Tim was to be seen organising, scheduling and finally shepherding the teams into the Hornby Roadshow, before being confined to the small office area compiling the results and updating the results board. Adrian managed to save spending any money in the swap meet or being overwhelmed with the quality of the Formula One collection by spending the entire day helping the students with practice sessions, racing and providing valuable final-tuning tips. A few words of ➤➤



guidance from Adrian had the students rushing back to their pit area for those vital last minute tweaks.

Returning to new products from Scalextric, launched at the Donington event was a new book: “The Scalextric Handbook”, subtitled: “James May’s Toy Stories”. Written by James May, it provides a concise history of the brand, goes on to provide valuable information on



racing, both at home and, inevitably, on a rather larger scale and finishes with a listing of every car (officially!) produced to date, this data being attributed to our own Mr. Norman. Interestingly all the “C” numbers appear in four character format – now why didn’t Fred have the foresight to predict the vagaries of computer numbering preferences, or the potential number of models in 1957? Inevitably, many will browse through, recognise a lot of the images and discard as merely another “authoritative” book on Scalextric. Whilst it could, uncharitably, be seen as just another supplement to the Toy Story series, it does cover the subject matter in good detail and provides a slightly different angle on the subject.





It reads as an emotional reminiscence of Mr. May's childhood experiences and, like a lot of us, his continuing enjoyment of the hobby. The chapter structure does not follow the expected chronological format, but dives into different aspects of the hobby, interlaced with the history of Brooklands, helping the narrative to flow: this book can be enjoyed as a good read rather than regarded as a reference work. Although there is, predictably, very little in the way of ground-breaking facts, I can certainly recommend it as a pleasant addition to the library for established fans of all things Scalex and one of the better reads for complete novices to the hobby. At a cover price of £9.99 it represents good value: don't be put off by the small "Ladybird" format. For those that missed it at the weekend, it should be available in the usual outlets by the time you read this.

And for anyone that didn't make it to the Donington event, here's the Roadshow display showing the forthcoming releases. New cars due in the shops during June are C3051 Ferrari F1 Raikkonen, C3062 Ferrari 308 GTB "Martini", C3063 Aston Martin Gigawave, C3067 Ferrari F430 light blue, C3080 Ferrari F430 Krohn, C3085 Ferrari F430 SKY-CRS, plus the Micro Scalextric Toy Storyset, G1063. Many were on display in the Roadshow trailer. Although I've illustrated most of these before, I couldn't resist including a close-up of the USA release Dodge grill detailing.

No doubt many of you may have received your latest Ferraris, which have all finally arrived, one of mine was the Krohn F430, and I immediately set about converting it to a high detailed version. Not too difficult, but care is required in extracting the window moulding!

One of the disadvantages in reviewing a book to a deadline is not being able to savour each page and then check and compare the details with other publications. So now, I'm going to get a beer, unplug the 'phone and read it again at my pace, doubtless discovering parts I missed first time through. So, that's it for another month, apart from saying congratulations to the girls from Sandbach. Oops, gave the game away! ■



**SHIPMENT  
FROM SPAIN**

By Gareth Jex



email: [shipmentfromspain@nsccl.co.uk](mailto:shipmentfromspain@nsccl.co.uk)

Very short and sweet this month for Shipment from Spain, with just the one new release to announce.

**Ref.: SCX 64610 Citroën DS 21 –  
Monte Carlo Rally 166 #195  
– Pauli Toivonen ‘Shark’**

This is a brand new model by SCX and is a very welcome model to the range. Based on the controversial (if you're from the U.K.) winner of the 1966 Monte rally (you know the one with the Mini's all the spotlights and stuff!) well this is the winning car. I will leave the accolades and detailed descriptions to a review, but this car comes with the RX42B motor, suspension guide, lighting and removable magnet. The front wheels are on stub axles to allow for a digital guide insert ref. 20320. The front track is 56mm and the rear 44.3mm.

I'm sure the fantastic weekend at Donington has been covered elsewhere in this month's Journal but congratulations to Mark, Julie,



Roger and Steve for an excellent event. SCX/AEC had a great display including Off Road, Digital SCX, analogue, compact and a certain routed track! Lots of families, collectors, racers and new faces on hand to play with toys cars!

The Donington event was the last planned use of the SCX Digital Rally of Champions track, but look out for new tracks, displays and competitions at the Brooklands event later this year! More details next month.

That's all folks, until next time – see you in Wales at the Wye Valley stages Rally. ■



# NSCC CLUB CAR 2010

Scalextric Jaguar XKR GT3 in an exclusive livery of Green and Gold c/w Collectors Card

**There are some rules and information regarding the ordering of this Limited Edition car, which you should please read and understand before placing your order.**



## One car per NSCC member

You must be a current NSCC member when you place your order. **DO NOT TRY TO SEND IN TWO ORDER FORMS OR ATTEMPT TO ORDER ONE VIA THE WEBSITE AND ONE VIA POST!** We will check all orders and any duplicates will be cancelled.

## Price

NSCC CLUB CAR Pre Order before the 1st September 2010	£39.50
P&P UK	£6.00
Europe	£8.00
Rest of the World	£10.00

**If you order your car after the 1st September 2010 the price will increase to £ 42.00 plus postage at the above rates.**

## Payment Methods

\* **Cheques** may be so “last century” but they are *very* much simpler for Club volunteers to administer and the banks charge us nothing to pay them in. They also make it simple for members; once the cheque has been paid, you will know that your order has been received and processed completely. For these reasons we would ask members, wherever possible, to pay with a cheque drawn on a UK bank account (or

a UK Postal Order). Cheques/POs should be crossed and made payable to the **NSCC**.

\* **Maestro/Visa/Mastercard via the NSCC web site:** Please note the card number only on the order form and go to:

**<http://www.nsccl.co.uk/clubcarpay.htm>** to pay for the car.

We **cannot** accept any cash payment either on collection or in the post. Card payments cannot be accepted over the phone or via email, etc.

## Delivery/Collection

We expect the cars to arrive with us and be ready for distribution by September. The exact date is out of our control so may be delayed. There are two options:

\* **Collection:** The cars can be collected from swapmeets in person by presenting your current NSCC membership card and signing a receipt. Three swapmeets have been identified where collection can be arranged:

Milton Keynes 12th September 2010

Orpington 21st November 2010

Swindon 2nd January 2011

If you do not turn up to collect your car at the stated event we will hold it for a reasonable time and then ask you to send payment for the delivery.

\* **Delivery:** This will be done as soon as the cars are available **but not before** the Milton Keynes Swapmeet. The information you provide on the order form must be up to date and valid. Deliveries will be sent to the address we have on file (i.e. the address this Journal has been sent to) if you have recently moved or are planning to within the next four months please advise us on the order form - and don't forget to inform the membership officer (Andy Smith) at the same time.

**All** deliveries will be sent ‘signed for’. You⇒⇒

will need to physically sign for the package upon receipt. It is vital that you look out for any 'sorry we could not deliver' type notices from your postman. The Post Office do not hold onto the package for very long. If any cars are returned to us because you did not collect it, you will have to pay the postage again before we send it out.

When we have dispatched the first batch of orders we will notify you of this in the Journal. If for any reason you have not received your car within 6 weeks you must contact us to let us know and we will investigate. In the unlikely event that your car goes missing and is not recovered we cannot guarantee to supply a replacement. If no more cars remain, we will refund your payment after we have received compensation from the Post Office.

### **Only 750 Cars!**

This special edition is for 750 cars only. There are neither spare cars nor "additional" cars. Once they are sold, there are no more. There is a chance that a few cars may arrive damaged; if so, these will not be sold. Your order form (with cheque/PO) should be sent ASAP to the address shown on the order form. Your details will be checked and your payment banked (or collected if a card payment).

We will aim to meet all orders received before 31st July 2010. Orders received after that date (assuming any cars remain) will be allocated on a first come, first served basis.

There is a small chance that we may receive more orders before the 31st July than we have cars. In this event, cars will be allocated by a random draw. Anyone who does not receive their car will be repaid in full by Cheque or refund as appropriate.

If we still have any remaining cars by the end of December 2010 the Committee will decide on the best method of selling the remaining cars. Please note there is a check box on the order form asking if you would be interested in buying a second car at a higher price. Ticking this box does not mean you are ordering a second car nor does it entitle you to do so; we just want to get an idea of possible

demand. We will let you know if there are further cars available for members to buy in the Journal in early 2011.

We cannot be held responsible for orders sent but not received, if you wish to ensure receipt please send your order via signed for post.

We hope this procedure is clear for those who wish to order the car. Some points may appear complex or restrictive but our experience has shown us that this is the best way forward.

If you have any specific questions you can contact us either by email [clubcars@nsc.co.uk](mailto:clubcars@nsc.co.uk) or via post at;

### **Storage Cases/ Boxes**

In addition to the Club car, we will also have for sale the Scalextric crystal cases that the car was originally packaged in from Hornby. These are available for £2.50 each to members and are only available for collection at one of the swapmeets as stated above.

Finally, we will also have a limited number of the special card boxes which the Club car is to be packaged in for members. They are similar to the Scalextric car boxes that the current Limited Edition cars are released in (i.e. the Lewis Hamilton/ Jenson Button cars). These are available to purchase for £ 5.00 and you may request a maximum of thirty of these. Again these must be collected in person at one of the swapmeets listed above.

Should you wish to purchase the crystal cases or the card boxes please complete the additional section on the order form indicating which style box you are ordering, the total number and return with your payment as per the Club Car, either cheque/ postal order or card payment via the website. ■





I'm afraid that this month I haven't managed to complete a single car in spite of having several in build including the Penelope Pitlane 1956 Gordini T32, RMS McLaren and McKee Can-Am cars, and Proto Slot's Lola GT Mk III and Alpine Renault M64. I do however have a few new purchases to show you including Slot Classics Mercedes 300 SL Spyder #21 the victorious Hermann Lang car from Nurburgring in 1952.

It looks like being a busy few months for me with two further releases expected from

Penelope Pitlane in the form of the Lotus 16 Grand Prix car and the Standard 8/10 saloon. FPF have released a new Alfa 33/2 and Land Rover series 2 emergency support vehicle, while TRRC are putting the finishing touches on their forthcoming 1938 Maserati 6CM voiturette.

I can now bring you pictures of the MMK/GMC Chevron B8 BMW as mentioned last month, the crisp JCB yellow livery looking very good on this pretty little sports / GT car from 1969. Next release from MMK / GMC is also from Le Mans this time the 1966 car being



Slot Classic Mercedes 300 SL Spyder.



**FPF Land Rover Series 2 (Picture courtesy of FPF Models)**

the #10 Bizzarini P538 Chevrolet Spider crewed by Berney/Wicky, which car retired after 3 hours with steering arm damage.

Staying in France we have two new releases from Le Mans Miniatures the first being the #12 Matra MS670 of Jassaud/Jabouille which was placed 3<sup>rd</sup> behind the winning sister car of Pescarolo/Larrousse and the Ferrari 312PB of Merzario/Pace. The second is the #21 Porsche Turbo RSR of Koenig/Schurti that retired after 8 hours in the 1974 French classic after catching fire.

Moving on I can show you two new cars from MTR32 these being the #007 Lola Aston Martin LMP1 of Mucke/Charouz/Enge which finished 4<sup>th</sup> at last year's Le Mans having



**MTR32 Lola Aston Martin LMP1.**

completed 373 laps and the #111 Spice Fiero SE88C Cosworth of Spice/Bellm/Thoisy which finished a creditable 13<sup>th</sup> overall and won class C2 at Le Mans in 1988. Two more new cars from MTR32 include the #38 Toyota 88C in TOM's red/white livery as driven by Hoshino/Suzuki/Artez in 1989 (which retired after 2 hours as a result of an accident) and the #75 Krohn Lola B08/70 Ford of Krohn/Van De Poele/Gavin (which retired after 374 laps at Daytona 2009).

On to RTR and Slot.It have released plain white complete body kits of the Porsche 962, Sauber C9, Jaguar XJR9, Lancia LC2, Alfa 33/3 and Ferrari 312PB these come with cockpit and wings and are ideal for custom liveries or replacing race worn bodies. Team Slot have another Renault 5 Turbo livery this time the #9



**MMK / GMC Chevron B8 BMW.**





**MTR32 Spice Fiero SE88C Cosworth.**

New Man sponsored car of Saby/Sappey which finished 5<sup>th</sup> in the 1982 Monte Carlo Rally. NSR have released the white Cinzano sponsored (Remember the adverts with Leonard Rossiter and Joan Collins?) Porsche 917K this being the #28 machine driven at the 1,000Kms of Buenos Aires by Reutemann/Fittipaldi, which retired with clutch problems and the red version of the Fiat 500 Abarth. NSR also confirm that they will be releasing a limited Green /Gold P68 and later in the year a Ford GT40 Mk II in the red /white #3 colours of Dan Gurney/Jerry Grant that retired after 20 hours at Le Mans in 1966. A new name on the block is Mr Slotcar who is



**Mini Auto Yearbook 2010**

reportedly going to release a Mazda 787B later this year in the Iconic Renown livery of the #55 Le Mans winner from 1991.

Finally this month sees the release of the 2010 Mini Auto Yearbook available from MRE and Pendle Slot Racing; don't worry if you can't read Spanish as the pictures are always worth the cost of the book on their own. ■



This summer is set to sizzle not just with the weather but with an exciting line up of Ninco releases across all three slot groups; the high end 1/28<sup>th</sup> scale XLOT, race competition 1/32<sup>nd</sup> scale Ninco-S (Sport) and the robust entry-level Ninco-1 (also 1/32<sup>nd</sup> scale).

### Two XLOT Firsts

This month will see the third Ferrari 430 in the XLOT range released in the GSE sponsored "Forato" (60005) livery. As with the two previous XLOT Ferraris, this is supplied as a semi-built kit and requires assembly of the front and rear axle brackets as well as mounting of the motor and drive belt. It is the first XLOT rally version of the Ferrari, with previous rally style Ferraris only being offered by Ninco in their 1/32<sup>nd</sup> range of slotcars.

The XLOT range is further increased with the first 'raced' effect version of the Porsche 997 "MCP" (60009). The base livery is the same as that seen on last year's MCP (60003) car but this version has the paintwork weathered to replicate how the car looks after being thrashed around an asphalt circuit.

### Summer Lightning

Hopefully the only "Lightning" we will experience this summer is on the race track and not in the weather!

The first Raid vehicle to be given the Lightning treatment is the Bowler Nemesis "Dakar" (50565). Although the livery is the same as that seen on the 2009 release of this Dakar model (50524), 'mud effect' applied to the bodywork differentiates the two releases. More importantly it is the changes underneath the body that should really make the difference to this off-roader. As well as a selection of Ninco ProRace parts such as 3/32" axle and aluminium 4WD pulleys, Ninco have added parts from specialist competition racing parts manufacturer PKS. These include alloy hubs, grooved tyres and Teflon bearings. The standard NC-7 Raider motor remains, giving power to all four wheels via 27-tooth crown/9-tooth pinion gearing. Ride over the lumps and bumps of "Raid" track will be smoothed through ProShock soft suspension.

The beautiful new Renault Méganes available in Ninco-1 are moving into the Ninco-



S range with the launch of the “ATAG” (50551) which includes the new motor-mount development seen at the Toy Fair in February. Coupled with an array of ProRace parts, Lexan interior and NC-12 ‘Crusher+’ motor, this is set to go like *greased lightning!*

The ProRace/Lightning theme is carried across to the Porsche 997 GT3 “White” Lightning (50559). The clear ProRace chassis comes fitted with NC-5 ‘Speeder’ motor, 32-tooth crown/13-tooth pinion, lightweight axles 16” rear hubs and 15” front hubs with ultra low profile tyres.

The popular Ford GT racer is next on the list to be treated to the new ProRace Chassis and Motor Mount. Released as the “Bel” Lightning (50536), it will also be fully race spec’d with components to give that competitive edge such as lightweight interior, NC-14 ‘Speeder+’ motor, ProRace bearings and a combination of 17” rear and 15” front hubs.

The final ‘Lightning’ version due for summer release is the Lamborghini Murcielago “Dechau” (50552). The sponsor is highly popular in Japan for supplying “eye candy” to motorsport events. Known as “Race Queens”, a highly important part of their role (*apart from wearing very little*) is to promote the teams and their sponsors as well as hold an umbrella over the driver while sitting on the grid!

Another Lamborghini Murcielago set for release this summer is the “Pirelli” (50543). With standard Ninco-S components this is still a quick car. The car set for release carries race #6 whereas the catalogue shows a picture of the #5 car.

The most popular Ninco-1 car – the Corvette GT3 – resurfaces with a third new race



livery. The “Valeo” (55008) car incorporates the NC-11 motor producing 16,000rpm giving adequate power for the novice driver to help develop their slotcar racing skills. The entire Ninco-1 range is easy to convert to digital as no interior gives maximum space inside the car for mounting a digital chip decoder. The robust nature of the Ninco-1 bodies also makes them ideal for using within a digital setup.

### Members’ Mods



The customised F1 cars that appeared in last month’s Journal prompted Graham Pritchard to send in these pictures of touring car conversions based on modified Ninco chassis. The cars were converted to run on a Ninco platform to



improve their handling. The Volvo body now sits on an NC-2 powered Mercedes DTM chassis and only required opening up the wheel arches by 1mm to suit. The Capri uses a Peugeot 307 chassis as the wheelbase is a perfect fit. The guide area required modifying by some careful cutting and refitting the guide slightly further back in the chassis. Thanks for sharing these 'mods' Graham, a new Ninco Catalogue is on its way to you!

### A Grand Day Out!

What a fantastic day at Donington last month where the exclusive Porsche 356 built to commemorate the event was offered by Scale Models. Limited to just four hundred models of each colour (*yellow or black*) and made available to purchase on the day, these slotcars are a truly desirable item and have unsurprisingly sold out.



With glorious weather the outside area at the rear of the Donington Grand Prix Museum was the perfect stage for the country's biggest slotcar festival to date.

Each of the special edition Ninco cars were commissioned by organisers ScaleModels and have their 'classic' look enhanced by being supplied in the early style, smaller Ninco presentation case. The glossy paintwork is beautifully complimented by the chrome trim which extends to some very fine detail such as



door handles and window wipers. Each model is numbered and many were supplied as matching pairs - clearly justified by being impossible to choose a favourite between them!

There were a multitude of tracks open to the public and it was nice to see many Ninco rally cars being put through their paces on the custom-built and imaginatively landscaped rally stages. A small Ninco circuit incorporating the challenging 'snow curve' kept a steady stream of racers, young and not-so-young, amused. Thanks to Richard for overseeing the track and distributing the new Ninco catalogues throughout the day, I know you were extremely busy and had the intense heat to contend with also!

### **NWC 2010 - UK Qualifying, Round 2...**

The challenge for the chance to represent the U.K. at this year's Ninco World Cup continued last month as MHSC played host to the second round of qualifying. The club circuit is made entirely from Ninco track across six lanes and has an average lap-time of around 8.5seconds for cars prepared to NWC rules.

The grid for Round 2 was made up from three each of the Mosler MT900 and the Ford GT which seem to be the racers' choice for this competition even though any Ninco anglewinder GT car (*such as the Lamborghini or Ferrari*) is eligible.

Six teams entered the second round with the 'home' club (MHSC) and local club Burnt Oak each fielding two teams. With one-hour on each lane, the race provided some very close racing and as the chequered flag fell, only 150 laps separated the entire field.



GTR finished in first place, with Burnt Oak (A) and Truespeed filling 2<sup>nd</sup> and 3<sup>rd</sup> place on the podium. This places GTR in a strong position with two wins from two events but with three rounds to go, anything can happen. It was great to meet some new competitors at this event and I look forward to seeing more on the 4<sup>th</sup> July when Round three of the NWC'10 qualifying competition takes place at GT Raceway in Southend. Rounds four and five are scheduled for 1<sup>st</sup> August at West London and 11<sup>th</sup> September at Burnt Oak respectively. For more information please contact Graeme Thoburn by e-mail ([graemethoburn@aol.com](mailto:graemethoburn@aol.com)) or through GT Raceway. ■



# SLOTTING IN PARIS

By Peter Simpson

Last time Karen and I spent a week in Paris, I dragged her around every slot car outlet that I managed to find on Google prior to setting off. My recollection is that we visited five or six in total. Although I made purchases in three, only one was memorable enough to demand a return visit.



This was Anni-Mini, an intimate shop bursting with enthusiasm and stock. Mon Francais, n'est pas bien, mai, one mention of Henri Pescarolo and the barrier vanished. So, this year, having pretended to revel in the excitement of visiting several crafting shops, I enticed Karen back to revisit this veritable gold mine. She actually proved to be quite useful as, whilst I descended into the stock room below with Anni, she adopted the role of official photographer and snapped the displays whilst chatting to Michel.

Anni and Michel run a fantastic little emporium stacked with all aspects of modelling, not just slot cars, so discipline is required for anyone planning to venture in. Three years ago I actually found a Scalextric model that hadn't reached U.K. shops as well as one of the then new Carrera hot rods and a nice Renault Dauphine.



On that occasion, Anni was selling the last few of her own specially commissioned, resin bodied Ferrari 250 Breadvans. They were truly gorgeous, but beyond my budget at the time. Alas, or fortunately for my bank account, they are now all sold. As with many low volume resin models, the marque can be confusing. In Anni's case, models are marketed under the "Any Slot" and "SRT" banners. The mouldings are superb and for a very good reason. As long as I understood and correctly translated Anni's explanation, both are cast, exclusively for her, by Chris of Proto Slot fame. Not only are they superb quality, but the last of her limited run of 7,000 Alpine A110 are being offered at discounted prices. I opted for the plain white version, intending to create one of the 1968 Le Mans entries. Now, modifying such a rare





model may seem touching on the sacrilegious, but I don't feel too guilty as Anni kindly supplies the model without the finishing decals applied. Surely, this has to be taken as encouragement to modify the basic car? Take a peek at the website for a Gallic view on all things du circuit électrique routier: [www.anni-mini-fr.com](http://www.anni-mini-fr.com)

A few notes on the model as purchased. Straight from the box it runs very smoothly, with no hopping or de-slotting: a very small button magnet behind the guide doubtless helps here. The chassis is interesting as the motor pod doubles as the rear axle retaining bracket: nice value-engineering. I don't recognise the wheels, but they certainly look close to pictures of the Le Mans cars, so no need to change them. Small chrome air-intake inserts and etched metal wipers all help to add detail to the resin shell. The body moulding is about as thin as is practical with resin, and certainly puts other manufacturers to shame.

The Masserati is a true work of art – beautifully moulded body with an interior that ingeniously depicts the characteristic tubular chassis, far better than other renditions I've seen.



However, to complement the quality of the body moulding, I'll probably replace the "tubes" with brass rod.



The manic slot car driver depicted is the key character from Anni's own club newsletter – Manu la Manette. Now, who looks like that when trying to retain control?



If you are ever in Paris, then drop by Anni Mini and say bonjour to Anni and Michel – they'll certainly be delighted to see you. ■



Email: [carreracorner@nscg.co.uk](mailto:carreracorner@nscg.co.uk)



The big news from Carrera this month is the release of the CanAm cars. The Canadian American Cup races were the epitome of 'Big Banger' racing in the late 1960s and early 1970s.

Since the Vanquish models disappeared from the market Can Am fans have been far from short of choice with cars available from Fly, Maxi models and others filling the void, but the Carrera releases do offer a real 'value for money' approach.

In the shops near you, there should now be



the Carrera Digital132 CA30524 McLaren M20 Roy Woods Racing and two for the Evolution





series, being CA27327 Porsche 917/30 Sunoco Porsche Audi and CA27328 McLaren M20 72 McLaren Racing Car #5.



And now, just to get you saving your pennies for next month here are two of the releases stated for July, being CA27322 Audi R8 LMS Team Phoenix and the brilliant looking bright red CA27318 Mercedes Benz McLaren SLR GT.

See you next month. ■



# MRE Pre-63 Classic Le Mans 2010 – Meeting

By Phil Insull

This year saw the seventh MRE sponsored classic Le Mans meeting held at Wolverhampton and so oversubscribed has this popular meeting proved in the past that I made this an invitation meeting with some 41 of the 48 invited drivers managing to attend the event.

Proceedings kicked off with a general practice session, followed by the concours competition judged by a panel of five experts with each car scoring out of 20 and the top 4 scores counting towards the result. Bryan King stunned us all again with a delightful Jaguar C Type complete with a very realistic looking Stirling Moss driver figure to score a near perfect 79 out of 80 to win the concours, although it wasn't easy with David Wisdom's Ferrari Monza 550 and Mark Gussin's Aston Martin DBR1 only a couple of points behind in second and third places. The standards were again very high with three excellent models sharing fourth place only a few points behind the top three.

On to the racing and with each driver running three minutes on each of the four lanes on the International track, the total distances determined the finals they went into. With two



David Wisdom's Ferrari 550 Monza



Mark Gussin's Aston Martin BBR1 (Picture courtesy of Mark Gussin)



Bryan King's Concours winning Jaguar C Type

class sections this year one for pre 1953 and one for 1953-62 cars. After qualifying local stalwart driver Mac Pinches topped the charts from David Lawson in the 53-62 class, with Chris Adams third overall and top qualifier in the pre-52 class. However as has been proven in the past qualifying top doesn't always mean finishing first in the finals. This was the case in the pre-52 class grand final as Roy Pritchards drove his Jaguar C Type to victory after an excellent race against Chris's Jaguar XK120. Chris wound up second with Dick Smith driving his very rapid 1930s





**Pre 52 Grand Final line up (Picture courtesy of Alexis Gaitanis)**

Bentley 3 litre to third place ahead of Bryan King's C Type – Bryan proving that Concours winners can also be quick race cars.

The 53-62 grand final was somewhat truer to form with Mac Pinches Ferrari TR62 taking the win, but not before Graham Windle's Lister Jagur had given him something of a fright. Graham had had problems earlier in one qualifying heat but came through winning the D, C and B ladder finals to finish runner up to Mac in the A final. David Lawson finished third with his super detailed Ferrari 250 GTO, with Mick Kerr's Ferrari GTO fourth, both drove well but were somewhat unlucky to come across Mac in such imperious form and Graham doing a "Storming Norman" comeback.

Bill Charters gained the coveted MRE Trophy for highest qualifying car with scratch built body and chassis with his very pretty Cunningham C4R, not bad for a car he only decided to run a few days before the event, while the MRE Outstanding driver of the day award went to Mike Wall, with his stirring driving with a 1929 Stutz Blackhawk. Our raffle in aid of Acorns Hospice was well supported thanks to everyone who donated some super prizes and to everyone for digging deep to help raise £100 for our favourite charity. The meeting closed with prize giving by Gary from MRE who has provided such generous support over these seven years, I'm already looking forward to the 2011 event. ■



**52-53 Grand Final underway (Picture courtesy of Wolverhampton Slot Car Club)**



**Mike Wall's MRE special award winning Stutz (Picture courtesy of WSCC)**

# The sts System Part 2 - The Cars

By Peter Zivanovic

The sts system was produced and sold by Exin Lines in Spain between 1985 and 1989. It was a slot car system based on the cars and conditions found in the Paris-Dakar rally. As such, the tracks included a variety of obstacles that would not be found in ordinary racing or rallying. sts was never part of the Scalextric range but early product was advertised as “by Scalextric”.

My take on sts was that it was more of a toy than a racing system. It was smaller than Scalextric (around 1:43) and the cars were low-g geared so quite slow. Nevertheless, the cars and tracks were nicely made and would be a worthy part of any slot car enthusiast’s collection.

## Cars

Most people’s introduction to sts is seeing the cars at swapmeets. There are seven vehicles in the range and seven product numbers for them. They were introduced year by year as follows:

Year	Code	Description
1985	2200 (2500)	Jeep CJ5
1985	2201 (2501)	Mercedes 280GE
1985	2202	Trailer
1986	2203 (2502)	Nissan Patrol
1987	2204 (2503)	Pinzgauer
1988	2205 (2504)	Land Rover
1989	2206 (2505)	Peugeot 205 T-16

Before covering the cars individually, it is worth mentioning a few common features. All six sts cars all used the same, common chassis. Bodies clipped to the chassis and were completely interchangeable. Bodies were available separately (product code in brackets above) so that customers could use a wide variety of cars without having to pay for the mechanical components. This was fine for kids playing but not much use for collectors who prefer their cars to have wheels – even if those wheels will never ever turn.

Most cars were fitted with black tow hooks.



1989 Catalogue page showing all sts cars and trailers (note: The Nissan livery RN370 has never been seen)

These were clipped into the body and were designed to be used with the trailers. Jeeps and Mercedes were open-topped cars; boxed cars came with roofs but set cars usually did not. Most drivers were nearly full figures missing only their feet; they were white unless the car was white in which case they were red.

As shown in the previous article (April 2009 Journal) the chassis contained two large weights to help keep the cars on the tracks. The car bodies also all had metal weights at the front. In three cases, this was a moulded winch on the front bumper; the other three cars had weights concealed between the front of the body and the black driver platform.

→→



All the cars had mirrors; mostly they were fragile and broke easily. Jeeps and Peugeot mirrors were part of the body moulding. The other four cars used black, rectangular mirrors with tabs, which inserted into the bodies. The rectangular mirrors were horizontal on two cars and vertical on the other two.

So we have seven vehicles and seven product codes – job done? Well, not quite. Each product code included every colour and livery variant for that model. Vehicles were not painted, the body colour coming from the colour of the plastic. Liveries were self-adhesive stickers applied to the body.

### 1985 2200 Jeep CJ5

Jeeps are open-topped vehicles with optional roofs and a winch. Uniquely to Jeeps the tow hooks were body-coloured. The mirrors were part of the body moulding and, being on very long stalks, are both fragile and impossible to repair. Jeeps were available in four colours each with a specific, corresponding livery.

Red	2	“Jeep” *
White	3	“Jeep” *
Green	5	“Jeep” *
Yellow	47	“Laredo”

\* Jeeps numbered 2, 3 and 5 have slightly different “Jeep” liveries.

Colour/livery combinations are pretty straightforward; I have never seen any Jeeps with the wrong livery stickers applied. I have seen one or two odd examples in funny colours but these are believed to be test shots.

### 1985 2201 Mercedes 280GE

Mercedes are open-topped vehicles with optional roofs; the front weight is concealed. The mirrors were black, vertical rectangles. Mercedes were available in four colours each with a specific, corresponding livery.

Red	2	“Marlboro”
White	4	“Rothmans”
Orange	34	“Jagermeister”
Blue	47	“Pioneer”

I have only ever seen Mercedes in those colours and in those liveries. What is odd is that I have seen quite a few with the wrong colour/livery combination (e.g. red/Pioneer). I’ve no idea why this happened but it’s possible that they were just completing cars with whatever parts were available. I consider these to be a minor curiosity and I don’t really think they are worth much of a premium.



Jeep yellow (47) and Land Rover White (63)



**Nissan Patrol red (173) and Mercedes 280GE orange (34)**

### **1985 2202 Trailer**

These are simple rectangular trailers designed to be towed behind all the cars (except Peugeots). They have a single axle similar to those used on cars (but without the gear), which clips to the underside of the trailer body. There is a recess at the rear of the trailer to accommodate a hook so that more than one trailer can be towed in line. However, hooks were neither fitted into trailers as standard nor sold separately so would have to be taken from

other cars. The trailers were packed with a sheet of self-adhesive decals to brighten up their otherwise plain appearance.

Trailers were individually packed in bags and card. These were then packed for dealers in boxes of four. I have been told that trailers were originally produced in the four Jeep colours, red, yellow, green and white. Certainly the trailer “liveries” are similar in style to those on Jeeps. I have also seen blue trailers in original packing but these seem to be much less common, which would bear out the idea that this colour was an afterthought.

Trailers have also been seen in three non-standard colours – see below.

### **1986 2203 Nissan Patrol**

The Nissan Patrol is a pick-up with a closed cab and an open rear. The mirrors were the black rectangular type but horizontal. The model has an anti-roll bar set into the open rear section with spotlights attached. This anti-roll bar with its lights is another fragile part but is more robust than the mirrors so is normally intact except on the most heavily used cars. Nissans were fitted with the front winch. It is believed that there



**Odd coloured Nissan Patrols with matching trailers**



were three main colour/livery combinations.

Yellow	1	“Nikon”
Blue	156	“Nissan”
Red	173	“VSD”

Whilst the above combinations are the majority, the liveries seem to have been mixed up quite often. Nissans have also been produced in non-standard colours – see below.

### 1987 2204 Pinzgauer

The Pinzgauer is a type of box van. This basic shape means that, apart from the mirrors, (black, rectangular and horizontal) there is very little that is fragile. All had Puch logos on the roof. The weight is concealed.

White	28	“Totip”
Blue	36	“New Man/Motul”
Yellow	147	“sts”

The factory produced cars in two different shades of yellow. A number of slightly darker yellow cars with the 28 “Totip” livery have been seen. Again, liveries and colours do not always correspond as above.

I have also been told with apparent certainty by more than one Spanish enthusiast that red Pinzgauers exist. If they do, I’ve never seen one - which is probably just as well for my bank balance!



Pinzgauers blue (36) and white (28)

### 1988 2205 Land Rover

This model is based on the short wheelbase variant of the classic Land Rover - now branded “Defender” - with a complete roof and windows. As well as the metal front winch, the model has a number of embellishments including a wing-mounted shovel, a roof-height

exhaust and a roof rack. Land Rovers were produced later so are less common than the earlier cars.

Yellow	5	Camel *
Green	12	Camel *
White	63	VSD

(\* Land Rover liveries numbered 5 and 12 are otherwise identical.)

I have also seen a white Land Rover with a red driver and 5 “Camel” livery. Again, the liveries seem to be fairly random but I have only ever seen 63 on a white car.

Yellow and green Land Rovers were both produced in two distinct shades. The more common cars are those made in the brighter, richer shades typical of many slot cars. Most of the promotional literature shows the duller shades but in fact these are less common. The dull yellow is sometimes called mustard. The dull green is particularly rare and is often referred to as khaki. I have only ever seen one “khaki” Land Rover and it is in my collection. Land Rovers have also been produced in non-standard colours – see below.

### 1989 2206 Peugeot 205 T-16

This model is based on a standard hatchback with small black spoilers forward of each front wing and a large black spoiler above the rear window. The mirrors are little more than bumps on the body and (uniquely) Peugeots do not have tow hooks. The front weight is in between the body and driver platform. Only two colours and liveries were produced.



sts Peugeot 205 with its larger TT brother

White        126 “Pioneer”  
Yellow       205 “Shell”

This was the last sts car to be produced and is the scarcest by some margin. All the cars I have seen have the correct colour/livery combinations above. I have seen an odd body in a different colour but this is probably a test shot.

### **Non-standard colours**

It is always possible that test shots, mould flushes, etc. of all the cars exist but I've only seen these for Jeeps and Peugeots. More commonly, Nissans (with trailers) and Land Rovers have been produced in some strange colours. Most of these were probably made around 1993 at the time the factory closed. Land Rovers were produced in purple and a fetching shade of blue. Nissans and the trailers were produced in black, turquoise and a bright red/orange.

As stated, white cars always had red drivers except that white Land Rovers and Nissans have been seen with white drivers. It is suspected that these were produced at the same time as the non-standard coloured cars above.

And, as if to keep everyone on their toes, some *new* cars have appeared. Around the end of 2009, Land Rover bodies started to appear in five colours never seen before: black, brown, orange and two (new) shades of green. It would

seem that someone still has the moulds and has decided to squeeze them for some Euros – around 150 for each body!

### **Chassis variants**

All chassis are the same insofar as any will fit into any body. There were some subtle changes made to nearly all the components over the life of the product. Generally these were improvements - although the later, wider braids meant that cars jammed on some obstacle tracks. In truth these changes don't amount to very much and aren't of much concern to most collectors so I will end now before I start to sound like an anorak. ■



# Donington Slot Car Festival 2010

By Paul Atkins

Perhaps God is a slot car racer? If this is true then think I know where he has built heaven; it's in the middle of the Leicestershire countryside, just off the M1 in a place called Castle Donington, or to be more precise Donington Park Museum.



All is calm on Saturday evening

The 2010 Donington Slot Car Festival was 18 Months in the making and had got off to a flying start, when on the Monday before's evening weather forecast, they predicted the hottest weekend of the year, I didn't watch the forecast again that week in case they changed their minds. It turned out to be hotter at Donington than it was in Barcelona (more proof



Senna and Fangio meet at Donington

God is a slot car racer, he has now looked after both the major outdoor events we have attended, in the last year).

I thought I had an early start at 8am on the Saturday morning, but I got a phone call from Paul Yates on the Friday to say he was already there and that he had a quick survey of the area, and all was looking good including the beer, which he reported as tasting fine. So it wasn't any great shock to find Paul busy away at the NSCC track when I arrived at midday, It had however taken a little longer than expected to get to the event, as just 15 minutes into the journey the wife suddenly turned and asked had I picked up the motorbike set, that was the main prize for the evening raffle. Now normally it wouldn't come as a great shock to me, that I had left something/someone behind, but I didn't even know she knew about the motorbike set, let alone that it was for Donington (makes me wonder if she knows about all the cars I've so carefully sneaked in from swapmeets over the years). So upon arrival and after a quick hello to Adrian Norman, who had provided the track for the NSCC Championship, I found Paul so I could get stuck in with final preparations, but I found that Paul had finished (perfect timing on my part) so all that needed to be done, was test



The NSCC/ Hornby track all ready on Saturday

the track. We were using the new and not yet released six-car power base, to control the track (I think I'm right in saying that, this was it's first public showing). Now I'm very much a plug and play man and to me the new six-car power base, is not perhaps as simple to use initially until you are familiar with it, but Adrian has obviously been playing, sorry I mean developing this system for a while, and once he had realised we had been pressing all the buttons, and completely screwed the set-up up, he rebooted the controller and within five minutes we had all the cars racing and swapping lanes perfectly. So all was switched off, and away we went to the Thistle hotel for the evening's entertainment.

At the hotel we were met by the usual suspect's sitting in the sun, table full of empties (I won't mention any names Brian, Gareth, and Steve). So I had time to have a bath and a quick change before it's time to meet everyone in the bar again, and before the first drink has been savoured and dead on 7:30pm we are ushered into the function room for the evening meal. Again Adrian had provided some freebies for everyone at the table. Between each course Jeremy Naylor and Andy Smith collected the raffle money and distributed the tickets, with everyone giving very generously.

After dinner, Adrian Norman provided the



**No I am here to answer questions, not do magic tricks!**

entertainment in the form of a light hearted questions and answer session, which provided some useful insights into the world of Hornby Hobbies in general and Scalextric of course in particular and then it was time for the raffle.

The raffle prizes were mostly thanks to, yes you've guessed it Adrian Norman, included, some green (test moulds) borders, 50<sup>th</sup> Anniversary Mini, Mansell Ferrari, Corgi Scalextric 1960s road show van, plus various other Scalextric merchandise. Also in the raffle were signed John Reynolds Motorbikes and of course the Motorbike set also signed by John Reynolds (that one was thanks to the wife though) and Gareth Jex had also very kindly donated a Slot Rally Lancia Stratos. Needless to say I didn't win anything (I'm sure if I was the only person to buy a raffle ticket, mine still won't be drawn) but all together £280 was raised for John Reynolds charity (Children with diabetes) and the Hornby Charity (The Toy Trust). After the raffle we began the quiz with each table answering as a team. The quiz was split into two sections, the first a picture quiz which consisted of close-ups of thirty Scalextric cars, the second I thought was a stroke of genius from our Chairman and comprised of individual spare parts off slot cars, including wheels, mirrors, headlights, suspension parts, etc. etc. inside see through baubles, we needed the car and "C" number for full marks. This of course gave rise to some major discussions, but eventually we had all the answers in. I think it was when the answer to question two was read out that →→



**Don't you dare pick the John Reynolds set, oh you have!**



Adrian Norman stopped us to say that we must be mistaken, until we pointed out that the photos and answers were taken from his CD. To make matters worse he managed to fail to recognise the front headlight to one of his favourite cars the TVR Speed 12 (sorry Adrian I couldn't keep that to myself). Top marks went to the members of the Dutch club SLN and a certain Roger Barker, well done to Thera and Michel Brok and the rest of our Dutch friends. By this time it was 11:30 and the Chairman closed the evening, by thanking everyone for making it such an enjoyable evening to which most retired back to the bar, me I need all the beauty sleep I can get, so off to bed with an early rise to look forward to.

I was already awake before the alarm went off, I just couldn't wait to get going, pulling back the curtains and the weather men had got it right, I will never be able to say again, it's too cold to go up north (yes it's north of the Watford Gap). Once again I arrive at the track, to find I've been beaten to it by Paul Yates, who had already got power on the track, but again the new power base isn't being helpful. However we request Adrian to come to our rescue and the system runs without fault for the rest of the day (I'm going to get Adrian a tee-shirt with "Scalextric Man" super hero to all your slot car problems, printed on it soon). The original plan was to have six cars race at one time, but this soon became obvious this was not going to work (within the first race) so it was reduced to a two car race. Now all the people that complain that



**Please form an orderly line and have your entry slips ready, many thanks**

the NSCC never puts anything on for the racers amongst us, should hide in shame as only seven race entries were filled in for this, being the first round of the 2010 NSCC 30<sup>th</sup> Anniversary Championship, or perhaps there aren't any racers up North? However there are a lot of youngsters up there that like their racing, as we processed 160 race cards for the "Scalextric Club" Championship, with the winner Christopher Lewis in a very good time of 31.511 seconds for a five lap race. Well done to Christopher who not only collected a very nice Scalextric Digital set, but will also be going to the Club's final, at London's Earl Court during the Top Gear MPH show on November 8<sup>th</sup>, best of luck we all hope you enjoy yourself. The best time for the NSCC Championship was 32.672 by Lee Pennance, congratulations, there are two more rounds to go before the winner is decided at Haynes, and Brooklands, so get yourselves



**The calm before the storm, everyone is set up, time to have a quick chat**



**Slot Track Scenics demonstrate the art of making your track look more realistic**



**The doors are open to the public and trade is brisk**

along to one of these events and post a time (whats the worst that could happen, at the moment the worst you could do is come 8<sup>th</sup> and I'm sure I know a certain German driver that would love to come in the top eight in a Championship). Whilst all the racing was going on around them, we also had a very successful demonstration taking place firstly from Slot Track Scenics, on how to decorate your own track and then from Dave Chang, on how to turn your boxed collectable in to a beat up wreck, sorry I mean, a lean, mean, fighting machine. Both of these shows proved very popular, so if you missed them this time, watch out at Brooklands, they might just be persuaded to repeat the performance.

At one o'clock on the dot the auction started, with bids being taken from the floor, internet, and pre-bids, I thought the prices would rocket, but when they got off to a very slow start (boxed, green B1 Typhoon £45), I thought I might have a chance at some of the



**Auction underway and bidding is lively!**



**The Hornby/Scalextric roadshow before the doors open**

mouth watering items on view. The highest priced item that went was of course the item I really wanted, the Ford GT4 prototype, and it soon went out of my reach to finally end up at £560, other items of note would be, the prototype Police Range Rover (£400), C71 Auto Union, yellow with green hubs unboxed (£520), and a C6014 British Super Bike signed by John Reynolds (£80) but if you were on a bit tighter budget and wanted a lasting memento of your day there were some very nice trade exhibition artwork boards that went, from £22-£35, for full details on hammer prices check out the auctioneers website at:

[www.dj-auctions.co.uk/catalog/Catalogue\\_Click\\_for\\_23\\_May\\_2010\\_Catalogue\\_2.html](http://www.dj-auctions.co.uk/catalog/Catalogue_Click_for_23_May_2010_Catalogue_2.html)

I had now toured the museum, raced on the NSCC track and spent too much at the auction, what now, well there was still a lot to cram in, as I wanted to get my Scalextric drivers licence, yes you had to drive at least four of the ⇒



**I have one of those at home!**



### A tricky little rally track

nominated tracks, do a series of practical tests and then the theory test so this is where the kids come in helpful, as I wasn't allowed to fill in the test paper. All of this was kindly sponsored by "accelerate driving school". Now armed with my brand new driving licence it was off to the Carrera drag strip, no I'll go to the SCX tracks next, no I'm definitely going on the Quorn club's rally tracks, so much to choose from and I haven't even thought of going on the 1:64 Donington layout, the Ninco track, the fantastic Trojan set-up, or Steve Cannon's track yet and I definitely wasn't going anywhere near the



A bit more insider trading before 10am?



### Peddle powered Scalextric, the future now?

greenest Scalextric track on the planet, where you had to peddle a bike to get your car to move, the faster you peddled the faster your car went, mind you if I did have a go, it would be the only track that I hadn't crashed on, and that is only because I wouldn't be going fast enough to come off.

SCX had brought along a huge array of tracks, and their area looked the most interesting of all, all resplendent in red, white and black to match their logo and even a track carved into a board with the SCX logo on it. In the middle of all this, of course was the feature race that I hope someone else will be covering. Once I finally got round all the tracks, I got a chance to visit the Scalextric road show, where on display were the very latest F1 cars of Brawn and Ferrari. I know someone will tell me the Brawn car is the wrong shape/size/colour but I thought it looked superb, with its bright yellow wheel spinners. What I was surprised about, was that there were two different variations on show, one



We were there, well somewhere!

with “Brawn” on the air intake and nothing on the side pods, the other had “MAPFRE” in red on the air intake and “TTAIPAVA” in red on the side pods, again I’m sure someone will be able to tell me what Grand Prix the Brawn raced in with this livery as I didn’t recognise it.

The day was now rapidly drawing to a close, so seeing as I hadn’t even stepped foot into the large hall that the swapmeet was in, and having travelled nearly 200 miles to get there, it would have seemed rude not to visit it at least once, and what an array of slotcars greeted me as I entered the hall, a fantastic display of all things slotcar, but all too soon the stalls were starting to pack away their treasures, to await their discovery another day.

There aren’t enough pages in the Journal to praise Mark, Julie, Roger, and Steve for their efforts in organising such a wonderful spectacle, and with over 2,000 visitors through the doors, here’s hoping they feel up to doing it again next

year. They have also achieved a first for me, something I thought I’d never see, the first slotcar event that no one has had a complaint about on Slot Forum and if these guys are happy, you know you’re doing something right.

I would just like to end with a list of all the people that helped out the NSCC over this weekend, without these people the Club just wouldn’t exist so thanks to you all.

Mark and Julie Scale, Roger Barker, Steve Cannon, Adrian Norman and the guys at Hornby for building our track, Paul Yates, Shaun Bennett, Peter Zivanovic, Chris Gregory, Brian Churchill, Iain Mackay, Andy Smith, Jeremy Naylor, Dave Chang, Dave Jessett, and all the new members that joined on the day. Finally thanks to Andrew Moreby for taking plenty of photographs on the day and which are reproduced here.

I hope to see you all at a swapmeet near you soon. ■



A bit of everything and a nice summary of the day in pictures (courtesy of Robby Howes)





Dear Sir,

Following some of the comments made in the article written (I am told on behalf of a majority of the Committee) by the Secretary, Stephen Barber, and published in the April Journal, I would like to state the following.

I thought the way that the motion about the Factory Liaison Officer was presented to the Committee without notice was not only unfair but showed a lack of respect for those not involved in its preparation. There had been no opportunity to prepare a considered rebuttal and the rest of the Committee had to spend over two hours discussing this when there were other pressing matters to attend to. We were then expected to make an immediate judgement on a complex issue.

I thought that the way the three Committee members chose to present their concerns was contemptible and was a significant factor in my resignation. There are better ways of dealing with such matters and I would only adopt such a belligerent course as a final resort. For the record, I did not agree with the Committee's decision. I think that the Club lost an intelligent and energetic Committee member who contributed much during his tenure. I had no trouble accepting and working with decisions I did not personally support (no-one agrees with everyone all the time) but losing such talent and experience was another factor.

There was one final matter, which convinced me that I should resign when I did. I saw no way I could continue to work with the Club's Secretary. My view of our relationship was that it had deteriorated over some time for many

reasons. (I had no such concerns about any other colleague.) Since I'd had no chance to speak to him about my concerns in private, I will not air them in public. His role in preparing and presenting this motion in this manner convinced me that this deterioration was irreparable.

I said before I left the meeting that I thought that he, the Secretary, should resign but, since he would see the outcome of this motion as justifying its presentation, I didn't imagine that was likely. I therefore resigned.

I am yours, etc.

Peter Zivanovic

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Dear Sir,

Following the publication of the article in April 2010 Journal titled "Committee Ballot" we feel it is necessary to clarify and comment upon some of the issues raised.

The article was intended to halt rumour and speculation around the loss of three Committee Members following the meeting in November 2009. Part of the article commented on the departure of the last Factory Liaison Officer. It must be emphasised that this Officer had served on the Committee for some ten years and worked extremely hard for the Club and over these years been instrumental in providing some great things for members. No inference should be taken or made concerning the persons character, the matters raised were internal around the Committee and should not be seen as a personal slight.

The Committee also apologise to the former Trade Advertising Officer for citing information in the Journal that this officer provided confidentially.

We are yours, etc.

The Committee

No Further correspondence will be entered into on this matter.

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Dear Sir,

I am writing to express my thanks to both the Committee and those traders involved with the organisation of the recent slotcar event at Donington.

As a relatively new member I was very pleased to attend this event and meet many other collectors and racers as well as seeing some fantastic layouts and trade stands.

I appreciate that a great deal of hard work must have gone into organising the event and I hope that it all paid off and benefited those parties involved.

I am now looking forward to the other two events at Haynes and Brooklands with eager anticipation and hope we enjoy the same glorious weather!

I am yours, etc.

John Payne

Dear Sir,

I thought your readers may be interested in a little collage of photo's I have prepared from the Donington event as follows:



I have also prepared other collages based on Scalextric which I hope you may share with the other members in the future.

I am yours, etc.

Robby Howes

email: [ebaywatch@nsc.co.uk](mailto:ebaywatch@nsc.co.uk)

Well another month has seen to have flown by even with it a seemingly a little quieter to me on eBay. A free listing weekend for private sellers at the beginning of the month boosted listing numbers slightly but they have fallen to just above the 11,000 level at time of writing. Perhaps it was quieter because some of the sellers and buyers have been gearing up for the big Donington Slot event and auction this month - more on that theory below. With a bit of searching I hopefully have turned up a few interesting items to report and it was good to meet a few of you and have a chat at the "Donny" event.

### Mint/New?

Maybe it is just me but I seem to be spotting more cars that are listed as new or mint when they are clearly not that, in the eyes of the discerning collector, and from sellers who on the face of it have nigh on perfect feedback or are top seller rated. One example arrived at the "Langford Slot Towers" this last month described as new. A Porsche GT3R on first appearances with a new Scalextric braid disc looked like new, but a closer inspection showed the fluff build up typical of use by a "rug racer" on the rear axle and the wear signs on the guide. This to me was a little bit more than the "we test every car before we send out" explanation I received from the seller when I queried this and they did offer a refund. Feedback left reflected this, though to be honest how much does feedback actually count these days when sellers can't leave negative back for bad buyers and buyers don't want to upset sellers in general as it was clear that many others had similar purchases to mine and yet their feed back left made me look like the big bad buyer! Thankfully it was only a cheap purchase and still cheap enough not to warrant the hassle of sending back but perhaps

serves as a reminder to check any car you buy as soon as you get it having read the description carefully first. Some not so "mint" described examples are easier to spot than others like the C026 March described as Mint but the picture clearly showed no rear wing and the seller went on to described it being used a few times at meetings. A JPS Lotus similarly described as near mint from the same seller, on first inspection looked that, but the worn away decals on the side pods should surely have meant this was excellent at best and gave the game away again.

### Donnington Sunday bargains?

I thought it may be interesting to see what the effect of a big event like Donnington had on that particular Sunday on prices on eBay. So here goes with the "stat of the month" There were just over 1,800 sold listings in the 24 hours of Sunday 23<sup>rd</sup> May realising some £17,000 which excluded £1,800 for a Ninco 50498 Porsche as a quick check with the seller found this to be down to bidder "finger trouble" in case anyone checks the numbers and find my figures nearly £2,000 out! Just for comparison I looked at the 24 hours of Sunday 9<sup>th</sup> May, before the free listing weekend had much effect, and the sold listings for that Sunday were just over the 2,000 level with the amount sold almost £24,000 on my spreadsheet. Whilst I know values are very much dependant on what cars are listed on any particular day, I think you could say the Donnington event subdued U.K. eBay buying activity, but I am sure the statisticians amongst you will find a flaw in my simple theory. Continuing the Pink Kar theme from recent months a Blue Auto Union (missing head mind you) made £29.51 and a used yellow boxed one £22.09. On German eBay, on the Saturday admittedly, a blue Pink Kar Bugatti⇒

made only 23 Euros. A number 26 catalogue the rare one with 8 pages in excellent condition made £3.31 where on other occasions they can go for nearly 10 times that money, and a Slot.It Newman Porsche £68.10. Mind you there was still some good money being paid out with a blue C37 BRM in box making £205 and a boxed timekeeper's hut a whopping £159. There was an unused C37 that made £251 earlier in the month though.

Whilst on the subject of Donington, have you got your pair of LE Porsche 356 yet, as they seem to be rather popular judging by eBay prices already? With listings just before the event topping a whopping £210 for pre sales, I think this has helped fuel demand for these cars. Generally though prices have been in the £130 to £160 range but one private seller the week after the event (hoping to make a quick buck?) was perhaps a bit disappointed as their pair only made £102 which after charges meant very little if any reward.

After going on about Scalextric Auto Union prices this year, has the price bubble burst I wonder? At the beginning of the month a used example with screen missing made £1,639.89 on Wednesday evening. At the end of the month however there was a very nice yellow example with repro box making a rather lowly £555 compared to the four figure sums seen earlier in the year. Incidentally the D J Auction at Donnington saw a yellow unboxed example make £520 and a white unboxed example £460. On the vintage theme then and perhaps something for the vintage enthusiast was a Bugatti T35B 1/32 scale slot racing car. A modified Airfix model with some nice detailing and one of 25 made according to the seller, it fetched a perhaps surprisingly low £87 for the work involved (Check out 300429598601).

Prices as listed and spelt on U.K. eBay unless stated, with the time and auction ending day. Job Lot 26 Used Scalextric Slot Cars, Ex Store-Demo Car £120 (Mixture impact resistant and



detailed cars on BIN on Monday lunchtime  
330429977584)

Scalextric C2225 Nascar John Deere Taurus  
C.Little BNIB £38.36 (Sunday night  
160427655646)

SCALEXTRIC SUPER 124 RACEWAY  
FIGURES \*NO RESERVE\* £240 (In a tired  
box on Sunday night 390198767736)

SCALEXTRIC A/239 TRACK LIGHTING  
SET \*NO RESERVE\* £87.85 (Boxed on  
Sunday night 390198767750)

SCALEXTRIC W203 BODY COMPLETE  
FOR C80 \*SEALED\* £29.95 (Yellow  
Offenhauser body on Sunday night  
190398600012)

SCALEXTRIC W107 BODY COMPLETE  
FOR C67 LOTUS \*NO RES\* £31.15  
(Excellent bagged body on Sunday night  
200474720067)

TRI-ANG SCALEXTRIC 4.5 LITRE SUPER  
CHARGED BENTLEY NO8 £170.06  
(Excellent example in repro box Sunday night  
200474709710)

Scalextric PT96 1 Set Turnout Remote Hand  
Controls £26.67 (New in box ex shop stock  
Sunday night 160436815526)

BOXED TRI-ANG SCALEXTRIC  
TYPHOON MOTORCYCLE SIDECAR £46  
(Blue example in VGC boxed with instructions  
on Sunday night)

SCALEXTRIC SUPER 124 ACE SERIES  
FERRARI FI. 24C/501 £720.12 (VGC Boxed  
example from different seller than one who has  
been selling ex shop stock these past months  
190398592083)

SCALEXTRIC C135 ELF TURRELL 008  
BLUE/WHITE CAR £38 (Boxed example  
used on Sunday night. Great result there for  
seller!)

Bond Aston Martin COPY!! £49 (Red C68  
painted and bits added to look like a Bond Aston  
on Sunday night 190399291126)

rare Scalextric Mini £800 (Unsold and had  
been offered at higher price. Red two tone paint  
test model 380235187406)

KATALOG SCALEXTRIC KATALOG  
MODEL MOTOR RACING C.502 €11.49  
(13th edition catalogue in excellent condition on

German eBay Monday lunchtime  
300427617864)

ROVEX SCALEXTRIC LOTUS  
INDIANAPOLIS C8A WINDOW BOX £83  
(Green unused example on Tuesday night  
380230620615)

CLUB VIP RACEWAYS STOCK CAR BLUE  
SPOT RN2 SC101 1/32 £195 (Yellow body  
with blue roof unused condition on Friday night  
350348336228)

Pioneer Steve McQueen SILVER BULLITT  
Mustang Scalextric £231 (Sunday night)

SCALEXTRIC SUPER 124 INDIANAPOLIS  
SPECIAL 24C/500 1/24 £1,553 (Lovely  
unused boxed example on Thursday night  
350350762954)

SCALEXTRIC C0281 Motorbike RARE/  
UNIQUE Slot Car £108.77 (Pricey but possibly  
unique? as all yellow with no tampo markings.  
Sunday afternoon 120564684045)

Lastly for the Scalextric digital enthusiasts out  
there it has been possible to pick up the new 6  
car power base due any time for around the £80  
mark where one seller has been listing pre sales  
of this much anticipated item. ■