



No. 357 DECEMBER 2011

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

It's Christmas Again!

The end of another year fast approaches and of course the festive season is nearly here, having crept up I feel on me, perhaps because of the mild weather or the fact that I haven't visited the high street for some time and thus didn't notice the Christmas decorations appearing?

Anyway for this month I would like to take the opportunity to thank a few people for their efforts, contributions and participation over the last twelve months, so here goes.....

Firstly I would like to thank all the regular contributors for the time each month providing the news and information from the manufacturers, some of who have due to other commitments had to "stand down" recently, but who without their input we would have a very thin Journal, so again thank you and keep up the good work next year.

Of course the Club could not continue without the members or the advertisers so you all deserve a big thank you for your participation with the Club, be it just subscribing, advertising or attending events without you the Club truly would not exist.

Next up are my fellow Committee members, who all have done their bit this year in ensuring the smooth running of the Club throughout and some of who put in considerable amounts of their own time doing so.

Finally, some special thanks, firstly Adrian Norman of Hornby, for all of his time and effort in supporting Club events, particularly the NSCC/ Hornby weekend. Another special mention also goes to Paul Yates, who particularly at events is often the first and last person there setting up and dismantling either tracks or the NSCC stand etc. Now a personal thank you from me to "embos01" from Leeds, I hope the reading lessons and understanding of the use of the English language are going well so that you now appreciate the phrase "this is one of" actually does mean one and not four?

The last thing to do then is of course to wish you all a Merry Christmas and a Happy New Year, I hope to see some of you again soon.

Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nscc.co.uk

By Pete Simpson

This month's report should really be regarded as the second instalment of November's article: I had so many cars available to photograph in October that I decided to defer these for a month rather than produce a twelve page piece – follow by nothing this month! Hopefully I've correctly guessed the order in which these will be in the shops, some although some may still slip into January 2012.

I got away with yet another mistake last month! The Jag shown was, as stated, the car from the Digital Race Line set, C1275, but it is not C3131. The real C3131, the Concept 2 Jaguar XKR GT3, is shown here. This has been in the shops for a while now (since February?) but this is the first time I've pictured the model as opposed to the pre-production artwork. Despite the limited range of colours, the subtle, generic Jaguar livery works well. A good handling Super Resistant, DPR car that represents a useful addition to the racing stable where the odd knock doesn't cause too much



concern. Due to its relatively high mass and long wheelbase this is a useful tool against a competitor's lowly Porsche! I hope that Karen misses this bit as I've just bought her a rather smart 911 in her employer's livery, claiming it to be a fair match against my Dodge Charger. Incidentally, how many noticed that Scalextric stopped printing the dimensions or weights in the 2011 catalogue? I've been pretending to study it for nearly a year, and it was only this month that I noticed this crucial data has gone missing. Maybe it wasn't that essential after all.

On the subject of Porsches, there is also another new 911 expected before the year⇒⇒





expires. This one is C3194, the CU sponsored car from the Porsche Infineon Carrera Cup Asia, or PICCA, as driven to third place in the 2004 season by Charles Kwan Siu-Cheung, probably the most successful racing driver from Hong Kong. This may seem an odd choice of subject, but remember that Scalextric is an international brand so overseas appeal is essential. It does look rather nice but don't forget that these High Detail versions are not DPR.

The Australian Lotus Cortina has only previously been shown as the pre-production artwork images. However, this time around, I managed to obtain photographs of the final approved model. This is the car of the Neptune Oils Racing Team as driven by Jim McKeown in 1964. As it is a DPR car, digital racing is possible but, alas, there are no obvious subjects against which it can be raced: the Mini is only analogue, the Holden is too new. Either leave it



as analogue or hope that Scalextric introduce another Australian saloon racer from the mid-60s: Holden EH S4 or even a Jaguar MKII maybe? Fitting an after market chip is possible but the Mini represents a special challenge due to the lack of space.

The Ford Escort must still be the archetypal circuit racer. These remained competitive over more than a decade with a vast range of engine sizes and contested championships across Europe. Unfortunately, the Scalextric version, being non-DPR, may not live to provide as many variants as the fans would like. This, the 1969 1300cc Broadspeed Fitzpatrick version, C3212, from 1969, looks an absolute gem. Checking with web images, as opposed to a decaying memory, confirms that, within the constraints of tooling costs, the appearance, colours and stance are all correct enough for it





to be enjoyed racing around any layout. Who's going to notice that the rear arches shouldn't be flared? Include a few first-radius corners and a truly period battle can be staged against Minis or Camaros.



Just scraping its way into the shops by New Year should be the latest incarnation of the 1970 Z28 Chevrolet Camaro, C3219. Although it is DPR, as with the MK1 Cortina, there is not currently too many cars against which it can be raced: the earlier shape, pre-70, Camaro and the Mustangs are all analogue only. Maybe further competitors will appear in 2012, although chipping a Mustang or earlier Camaro is not too difficult using the Retro-Fit Chip B, C7006. In the 1972 guise of the Trans-Am Series steed of

Dick Hoffman this version looks stunning in its bright yellow with orange stripes over the black bonnet, roof and boot. The tampo printing looked sharp – particularly important on such a non-compromising scheme. Unfortunately the wheels are the standard Scalextric mouldings as often seen on this car when run in current races rather than the special Motor Wheel “Spider” wheels used in its heyday. The observant fan may spot that the exhaust is exiting from the wrong side, but this would take very little time to correct. In a similar vein to the Smokey Yanuck Boss 302 Mustang, modelled by Scalextric as C3230, this car had a few rather special tuning parts. As the constructors, Dick Hoffman and Dave Horcher, H & H Racing, worked for the General Motors R & D proving grounds a few elements of the construction were based on the Penske-Donohue championship winning cars, supplemented by parts employed on Jim Hall's rather special Camaros: front⇒⇒





spindles, roll cage and differential. With these credentials it was certainly a sound basis for a successful race car.

For additional information on this and other Scalextric Trans-Am releases take a look at <http://www.trans-amseries.com/Cars.html>, a true resource centre for the heavy metal that raced in this famous series. This group races these cars exactly as they were originally contested with no allowance being made to upgrade with non-period parts. The website is particularly good as period photographs are included as well as those from recent meetings.



Probably obscure details, only for the serious collectors, but as the year has progressed, the Chinese site of manufacture has changed from

being printed on the floorpan to being incorporated into the moulding tools: currently the date is still printed. Small details like this have, in the past, resulted in rare models as it could be that models will exist with the two periods of manufacturing being evident. Oh, and one factory is still using the steel retaining bolt.

Exactly which cars arrive before this Journal or during December is still a bit of a mystery, probably even to Hornby! Hopefully not too many more than I've mentioned will be delayed,





in which case the year has been balanced at either end with late 2010 releases and a loss of 2011 planned models. The net result has been a steady supply of high quality slot cars with variations on existing models and new mouldings having been interspersed throughout the year. Next time I report, I hope to be able to reveal what the 2012 catalogue holds in store.

I'm sure that everyone has had their favourite release of the year and for me it has to be the Peugeot 908 HDI FAP, C3195, of Hughes de Chaunac's Team Oreca-Matmut. This is a truly stunning slot car, representing the noble effort, and subsequent disappointment, of the privateer teams at Le Mans in 2010: the car outlived the factory cars only to expire with two hours to run. It maintained the standard of

Tampo printing at the highest level, runs beautifully, represents great value and is a superb example of the greying boundary between toys and models.

With the end of 2011 approaching fast, I'd just like to thank all those that have made writing "Messages" over the past year such fun. Obviously Adrian Norman and all the staff at Margate for tolerating my commandeering the display track for a few hours each month but also all those members who have provided additional information and leads which have made my role very much easier. So, time to clear the floor and get the Scalextric out for a serious play over the holiday period and if there's any money left over, I'll see you at the January Swindon swapmeet. ■



**SHIPMENT
FROM SPAIN**
By Gareth Jex

email: shipmentfromspain@nsc.co.uk

An interesting year from SCX with plenty of new models, a new track system, lots of deliveries and finally two new models just in time for Christmas. So with no more hesitation lets get on.

**Ford Fiesta WRC – M.Hirvonen – Abu Dhabi World Rally Team
Rally Sweden 2011 – ‘Winner’
SCX Ref; A10029X300**



This model is based upon the car that won the first round of WRC 2011 in Sweden. Ford took the top three places at this event. Supplied in



analogue flavour, but suitable for conversion to SCX Digital with the SCX 20320 digital kit. The model comes with the normal range of features found on SCX rally cars, including; lights front and rear, adjustable/removable traction magnet, sprung guide, return to centre guide, 4-wheel drive (direct gear) and floating



motor pod. The car is fitted with the new range of SCX motors RK-91. The Photographs are reproduced with kind permission of Aloyshop in Spain.

All we need from SCX is a running partner (Mini WRC/ Citroën DS3?). So moving on we now go from four wheels to two!

**Honda MotoGP – Dani Pedrosa –
Repsol Team #26
SCX Ref; A10044X300**



Forgive me for not being 100% knowledgeable about motorbikes, so I found I had to refer to Wiki for information on this release.

This model appears to be based on the 2011 bike in which Dani Pedrosa finished 4th in the championship. The models do lean into the corners, both for realism and also to assist in



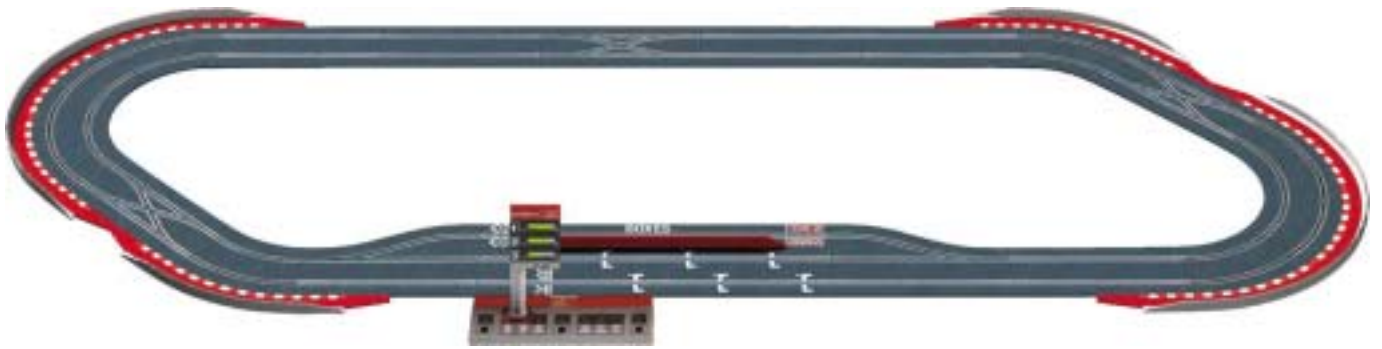
going around the corner in the first place. No news on the other bike liveries announced at the Toy Fair at the beginning of the year, but I believe the other livery released already in Spain, being the “Fecha de alta” is not being sold outside of the country. Scale is stated at 1:32 on the box, but in reality the bike are approx. 1:18th scale, the track is 1:32. The bike fills about half the width of a standard SCX box (which for the bikes has a new style of packaging and includes a spare tyre). An SCX C2 (figure of 8) set Ref; A10055 with Ducati and Yamaha bikes will be available shortly in the UK.



From Analogue to Digital

So now we have a new set from SCX Digital; Set D10009X510 comes with 3 SCX Digital cars, BMW, Porsche, Corvette and the Pit Box accessory.

For official SCX news that's it. In Spain there have been two Seats released, a Seat 600 (yellow #65) Ref; 6511 – this is a modern Historic rally car as driven by Mia Bardolet.⇒⇒



The other Seat is also a modern historic, Seat 850 (cream #50) Ref; 6512 driven by Ricardo Munoz. Both are available from Spanish online retailers.

It's around this time that we start to hear information on the first half of next year, but I've not had any news as of yet, but as soon as I do I will let you know.

All that's left to say is – Merry Christmas, see you again next year (my subscription form has been sent – has yours!). SCX continue to sponsor the SlotrallyGB championship in 2012 they provided some fantastic prizes last year so pop along to any of the events to be in with a chance of winning. ■



I have been sailing the seven seas this month so I'm afraid Kits and Bobs is a bit on the light side in fact I haven't managed to change the wheel inserts on my George Turner XJS from last month, let alone make a start on the new McLaren M8A kit that George has released so here for now is a picture of George's display car.



G T Models McLaren M8A

I did manage to finish off my OCAR Zodiac MK3, done in a fantasy gold livery as I was struggling to find a real race car livery that I liked and remembered how good Bryan King's had looked in gold at the last Classic saloons at Wolverhampton so it is loosely based on Bryan's livery. Also out from OCAR this month are kits of the group 5 Fiat 850 Spyder, and the #59 Scuderia Fillipinetti Ferrari 275GTB of Hali / Rey that was disqualified after 5 hours at the 1969 Le Mans for illegally replenishing the oil. The other new OCAR release is of the Volvo PV544 which was one of the most successful rally cars of the late '50s and early '60s nicknamed the "Hunchback" it took Gunnar Andersson to the 1958 and 1963 European Rally Championship titles. The PV544 also provided Tom Trana with the 1964 European



OCAR Zodiac MKIII

title as well as back to back wins on the RAC in 63 and 64, and wins in the '64 1,000 Lakes, Acropolis and 65 Swedish rallies and a memorable win in the 1965 East African Safari Rally for Joginder and Jaswant Singh. The hard part will be choosing which one to do and hopefully I can bring you pictures next month.

I have also finally finished some of my un-built backlog with two cars from TRRC these being the #8 Mercedes W25 Stromliner of Hanns Geier and the #4 Auto Union A Type⇒



TRRC Mercedes W25 and Auto Union A Type and PSK Mercedes W196

Rennlimousin of Bernd Rosemeyer from the 1935 Avus Rennen G.P. I have also finally completed my Proto Slot Mercedes Benz W196 streamline car as Fangio's #18 winning machine from the 1954 French GP at Rheims. All three are built using Penelope Pitlane Chassis with P.P. wheels and inserts on the TRRC models and PRS wheels for the W196.



GMC OSCA MT4 1500

New out this month from GMC is the very pretty OSCA MT4 1500 this being the #40 Edgar Fronteras entered car which raced to 11th place (256 laps) at Le Mans in 1955 driven by



MTR32 Aston Martin AMR01

Guilio Cabianca and brothers Roberto and Giuseppe Scorbati finishing a creditable 4th in the S 1.5 class behind the three dominant Porsche 550RS factory entries.

Milan from MTR32 has been busy again this month with a new BMW B6 GT3 finished as the #41 Margaritis / Lunardi car from the 2011 ADAC GT Masters and the Aston Martin AMR01 depicting the #19 car of Leslie / Mallock / Sears that retired after 10 hours of the 1989 Le Mans race with electrical problems.



MTR32 BMW B6 GT3



Scaleauto 1/32nd Mercedes SLS GT3

On to RTR cars and NSR have released two Audi R8 test cars in red or silver along with a matt black “Take No Prisoners” Corvette C6R and have announced that their next releases will be the #5 GT40 MKII of McCluskey / Gardner from Le Mans 67, a Daytona 1971 Porsche 917K twin set and the 2011 Audi R18 LMP test car.

Not to be outdone by NSR, Scaleauto have released their 1/32nd scale Mercedes SLS GT3 as the #7 white presentation car and two 1/24th

scale cars these being the #78 BMW M3 E92 driven by Muller / Farfus / Alzen to 19th place on 320 laps and the #33 Jaguar XKR RSR GT2 of Leitzinger that retired after just 16 laps of the Petit Le Mans at Road Atlanta in 2011.

On to rallying and MSC have now released the #8 Clarion MG Metro 6R4 of Per Eklund / Dave Whittock that finished 7th in the 1986 1,000 Lakes rally some 10 minutes and 58 seconds behind the winning Peugeot 205 T16 Evo2 of Timo Salonen, showing something of ➡➡



Scaleauto 1/24th Jaguar XKR RSR



Scaleauto 1/24th BMW M3 E92

the gulf in performance the normally aspirated Metro had compared to the turbocharged group B rivals on high speed rallies.



MSC 1986 Metro 6R4 Per Eklund

Penultimately this month, Airfix have re-released their 1/32nd scale plastic kit of the Triumph Herald which was what I ended up using as one of my cars in the recent OCAR / Wolves classic saloon event last month, based on a clubman livery found on the Internet I managed to squeeze a P.P. Competition in-line chassis underneath with a King 21 Evo2 motor,



Airfix Triumph Herald

slot it gears and guide and P.P. wheels and Minilite inserts, pretty quick in the right hands but sadly not in mine.

So Lastly I'd like to wish all the NSCC readers an enjoyable Christmas and prosperous New Year, and thank you for all the kind comments regarding my written ramblings that I have received during 2011. ■



Email: carreracorner@nscs.co.uk



Your Fly on the Wall correspondent is now looking after the Carrera Corner as well, for the time being at least. Thanks to Peter Emery for his past contributions to these pages and we wish him well with his studies.

Here are the new releases from Carrera for November and December which should be available by the time this Journal reaches you. With thanks to Pete from the Hobby Company for his assistance.

Two unusual cars from 1937 to begin with; the Auto Union type C Stromlinie Avus, race number 33 (reference number 27355) and the Mercedes W125 Stromlinie Avus, race number 35 (reference number 27356). Both cars are finished in silver.

The Avus roadway was built in the Berlin suburbs during 1921. It had an unusual feature: not only it served as a city highway; it also could be used as a race track. "The road for automobile driving and exercises" (translation



from German) consisted of two, almost perfectly straight lanes which ran along railroad tracks. In the South these two lanes were connected by 180° turn with the radius of 12.5 meters; the curve had a slope inclination of 1:7. In the North both lanes were also joined by the 180° turn with the radius of 50 meters; this curve had slope inclination of 1:12. The Avus circuit was just over 12 miles long.

In 1937 the organizers of the Avus Race decided to drop the requirement of compliance with the 750 kg formula in force at the time, but to allow a free formula without any weight limit. Mercedes-Benz used this opportunity to fit the DAB V12, 5.6 litre engine that was originally designed for speed record attempts - with over 730 hp, but too heavy for the 750 kg formula - into a W25 chassis.

In addition to the V12 engine, an aerodynamic body similar to that used for record cars was added to help cope with the highspeed Avus track, which in 1937, for the first



time had a steep bend. Manfred Von Brauchitsch was nominated to drive the Avus W25, and he finished the second qualifying round in first place. He had to drop out of the race, however, due to a gear lever defect. On the straights he reached speeds of up to 380 kmh.

The evocative shape of the streamlined Auto Union Type C must have caused a sensation in 1937. Afterward, and especially in the post war period, the curves of this car found their way onto production cars. That is because this Auto Union was specially shaped for top speed on the Avus circuit. At the time, it was the fastest track in the world.

Mercedes-AMG provided the Official Formula One Safety Car and the Official Formula One Medical Car during the 2011 season. The model of the Mercedes Benz SLS AMG safety car (reference number 30592) with flashing lights needs no further introduction to F1 fans.



A further two cars from Mercedes Benz. First the Mercedes Benz SLS AMG GT3 Heico Motorsport that participated in the ADAC GT Masters season in 2011; reference number



30552 and race number 2 and the Team Black Falcon car as entered in the VLN Endurance Championship 2011; reference number 30551.



Also released are two BMWs. First the BMW 2002 TI Team Warsteiner in distinctive gold and black which carried race number 69 at Hockenheim in 1976. The model has front and rear lights. Reference number 30547.

In addition we also have the BMW 2002 TI tuner road racing car in the classic Castrol colours. Reference number 30548.



Next up is the NART Ferrari 512 BB LM Bellancauto as entered at Daytona in 1979 by Tullius – Bedars carrying race number 68. Reference number 30576.

⇒



Another classic follows, being the McLaren M20 Race number 3, Interserie 1974, reference number 30587. The McLaren M20 was a sports prototype developed by McLaren for the 1972 season of the Canadian-American Challenge Cup. It served as a replacement for the team's M8Fs, but it later became the final Can-Am design created by McLaren before the team left the series after failing to secure the 1972 championship title. M20s continued to be entered by private teams until the Can-Am championship was cancelled at the conclusion of the 1974 season. McLaren driver Denny Hulme won two races during the 1972 season while Scooter Patrick won a single event in 1974 with a privately entered M20.



Interserie is the name of a European-based motorsport series started in 1970 that allows for a wide variety of racing cars from various eras and series to compete with less limited rules than in other series.

And finally for this month, or should I say this year, the Porsche 935/78 PPG Industries, race number 09 from the Riverside 6 hour race in 1983 as driven by A. J. Foyt (USA)/ Mario Andretti (USA)/ Bill Whittington (USA). Unfortunately the car did not finish the race. Reference number 30578.



More Carrera news next month, so finally I wish you all a Merry Christmas and a Happy New year. Maybe Santa will bring you the slot cars you are hoping for? ■

In the run up to Christmas Slot.It have been busy with three new releases already here and several more due for either December or the first two months of the New Year.



CA19Z Plain white Toyota 88C

The first new model is a plain white version of the Toyota 88C reference number CA19Z enabling modellers and racers to put their own custom liveries onto what I'm sure will be a very competitive car for the 2012 UK Slot.It Challenge series.



CA11D Alfa T33/3

The next new release is somewhat more colourful this being reference CA11D which is a blue (yes I did say blue) Alfa Romeo T33/3. This highly unusual colour scheme comes from an ex-works car sold to part time racer Carlo "Riccardone" Benelli who used it during the

1971 European hill climb championship and ran it with race number 148 at the Trento-Bondone hill climb in northern Italy. I'm afraid I have struggled to find out how Carlo fared other than unclassified in the event, which was won by another Carlo (Facetti) in a Chevron B19. I did uncover a picture however and as usual Slot.It have done an excellent job in reproducing the blue Alfa with its gold flashes and six different colour tampo printing to depict the various sponsors logos. It is not just a new colour scheme however as the car has a new 14g lighter body than the previous Alfa's coming in at just 62.4g overall. Length is 116mm, height 31mm, wheelbase 74mm and width 63mm and a new racing guide has been used along with a revised Evo 6 version chassis. Due to the dimensions of the model it can only be upgraded in side-winder configuration but it can of course be fitted with working lights, magnetic suspension, and SSD/Oxygen compatibility. As I haven't managed to get hold of one yet I can't tell you what the performance is like however given the lower weight and improved guide system it should be marginally faster than the previous versions of the T33/3 released by Slot.It.



CA11D front view



CA11D side view

The third new release is a car which I actually saw in action at the race it is depicted from some 25 years ago! This is reference CA07D the #51 Jaguar XJR6 chassis 286 driven by Derek Warwick and Eddie Cheever to a fine win at the Silverstone 1,000KM's back in 1986. The pair completed 212 laps finishing some 2 laps clear of the second placed Porsche 962C of Bell and Stuck. As per the real car the livery is simpler than on some of the later Jag's with just 5 tampo colours being required and of course as this was a race in the UK the Silk Cut branding was not allowed and TWR were forced to use the purple blocks instead of the lettering. It is a pity that slot cars don't have sound chips like you find in model trains as one of the most memorable things of the XJR6 was the ear splitting howl of the 650 b.h.p 6.5 litre Alan Scott developed V12 as it fired up in the old Silverstone pit lane.

As always Slot.It captures the real car extremely well with sharp tampo printing and plenty of detail parts and American driver Eddie Cheever depicted at the wheel complete with his custom stars and stripes helmet. The standard running gear is an offset inline short can motor but using a new revised motor mount. The car can be upgraded to short can side winder, boxer, or Flat-6R angle winder version and has the normal compatibility with magnet suspension, SSD/Oxygen, lights, etc. The car features the new racing guide as per the Alfa T33/3 and also has a new lighter body and interior trimming some 20g off the previous versions of the XJR6 done by Slot.It.

Dimensions are 151mm long, 31mm high, 85mm wheel base, 65mm width and 73.5g weight in standard boxed form. Again as mine hasn't arrived yet I can only guess that the new changes will make this version slightly quicker than the previous XJR6s. ➡➡



CA11D rear view



CA07D top view



CA07D Jaguar XJR6 Silverstone winner 1986

Some additional new tune up parts available this month include no fewer than nine revised motor mounts, a selection of C1 and E1 compound racing tyres, a new GA1632E 32 tooth lightweight Ergal gear and the new CH66 racing pick up guide as used on the new Jag and Alfa



CA07D rear view

The sixth and final round of the 2011 UK Slot.It challenge took place at Wolverhampton with Wolves 16 year old Lewis Gough taking his first win at senior level, surely one of many to come, with Shaun Mitchell second, Jack Thoburn third and Nick Hirst taking fourth in the A final. In the juniors it was another Wolves win with Matt Sharples taking the honours from Lewis Anthony, Dwayne Mansell and Ben Clements who prevented a Wolves junior's home whitewash. The final points tables with the scorers counting their five best scores saw North Staffs Shaun Mitchell secure back to back titles in the seniors after yet another incredibly consistently high scoring season by one of the nicest guys in slot racing.

Seniors:

Shaun Mitchell (N Staffs) 243 points, Jack Thoburn (Pendle) 240 points, Julian Edwards (Moseley) 238 points, Lewis Gough (Wolves) 229 points, Lee Green (Moseley) 228 points, Lee Andrews (Wolves) 222 points, Phil Field (Hereford) 220 points, James Lymer (N Staffs) 210 points, Andy Bartle (Wolves) 205 points and John Bailey (N Staffs) 199 points.

Juniors:

Lewis Anthony (Wolves) 97 points, Ben Clements (Wye Valley) 75 points, Archie Davies (Gainsborough) 69 points, Harry Smales (Pendle) 54 points, Matt Sharples (Wolves) 53 points, Dwayne Mansell (Wolves) 36 points and Ryan Nightingale (Wolves) 32 points.



Upcoming release CA19B Toyota 88C Taka Q

Finally at the top of the article I mentioned the pending arrival of several new releases well here they are in reference number order, CW10 #2 GT40 Amon/McLaren 1966 Le Mans winner Limited Edition, CA13C #35 Jaguar XJR12 Jones/Boesel/Ferte 2nd Le Mans 1991, CA14D #33 Nissan R390LH Motoyama/Kurosawa/Kageyama Le Mans 1988, CA17B #17 Porsche 962KH Boutsen/Jelinski Spa winner 1986, CA18B #8 Ford GT40 Mairesse Le Mans 1968, CA19B #37 Toyota 88C Barilla/Ogawa/Needell Le Mans 1988, CA21A #24 Lancia LC2/88 Marozzo/Frey/Randaccio Le Mans 1988 and CA22A #11 Lola B09/60 Judd Drayson/Cocker/Pirro Le Mans 2010.

Wishing you a Happy Christmas and a peaceful New Year, keep on Slotting.It. ■

THIS COULD BE YOUR LAST JOURNAL?

by **Andy Carmichael**

It is that time of year people when you need to pay for your membership, you can do this online, by post or call our membership secretary on 07956250318 (talk, text or leave message). If you do not renew before the date we go to publication in the beginning of January you will not get a Journal. Just to emphasis the point..... **IF YOU HAVE NOT RENEWED THEN THIS WILL BE YOUR LAST JOURNAL.**

For most of its life the Club has always sent out a January Journal to those that 'forgot' to rejoin in the hope that the member would stay with us. I feel it should be explained now why the decision has been taken to stop this practice, the answer is simple, it is very expensive. Each journal costs around £2.50 to produce and post in the UK, last year we lost hundreds of pounds from members who took the January edition but never renewed. It is not fair to squander Club funds when these monies can be used for projects which would benefit those who stay loyal to our Club. The over print of Journals is now only a dozen or so a month, so please if you have not rejoined please do so **NOW**.

This is probably a good time to remind people what they get for their membership?

1. The Club Journal is around 48 pages, colour printed and produced monthly, the majority of your membership fee goes towards your annual Journal costs. This is a high quality product that has been continuous for over 30 years, it has out lived many commercial magazines and I hope it is still dropping on door mats or maybe email boxes in another 30 years. The mind boggles at what the 60th Anniversary Car will be? Perhaps the European Car of the year in 1980 would be appropriate although not sure the Lancia Delta or the Chevrolet Citation (Motor Trend Magazine Car of Year) are really that memorable now?

The Journal was always very popular for its

private sales adverts and before the reign of eBay really was the place to find bargains and rarities, I remember seeing Mexican cars advertised and I nearly fell off my perch not realising they existed! Remember it is free, no sellers fees here and deal directly with other collectors.

2. Limited Edition cars. Our Club has produced a large range of cars from numerous manufacturers, the vast majority of which have held good values and some have become 'Rocking Horse Poo'. The coming year should see at least one Limited Edition Club car. The Club has also started producing promotional models such as the sought after Martini Ferrari 308 FTS which was used to promote the Ossett (Northern Swapmeet).

3. The Club weekends. This year saw two major gatherings of members at Slotfest and the NSCC Hornby weekend. The Club strongly supports Slotfest, this year Sunday 20th May 2012....be there or be a party pooper, this promises to be another great event. Our own Club event at Ramsgate continues to be very popular and again this year raised thousands of pounds for charity. Members left with a Hornby produced Limited Edition Audi R8 car, some weekend memorabilia and many with raffle and auction wins of rare and unusual things. Next year's cars are already on order and the Hotel provisionally booked for the last weekend in November.

4. Other Club Events. You may have picked up that through this year the Club is now running two of its own swapmeets, they are open to all but they offer free or reduced entry for our members and opportunity to purchase special promotional models which are for members only.

5. Discounts. Our Journal carries a fair number of advertisers many of who offer discounts for members directly. ■





Two new cars are expected from Fly very soon: first a Lancia Rally 037 representing the car which finished third in the Rally Costa Brava in February 1986 with Salvador Servia/Jordi Sabater (Jolly Club/Bendix). The winning car was another Lancia: a Delta S4 which was driven by the Italians Luciano Tedeschini and Fabricio Tabaton and with which they took the championship. This car, with a distinctive black and gold colour scheme, has been modelled by SCX and I have recently added one to my collection. A further 037, in Martini colours, finished fourth in the rally. The Fly reference number for the Lancia Rally 037 is FS046101. Retail price: £49.95.



The Lancia 037 has been made before by Fly (as an example of which my picture shows the Seven Up Cataluña rally car from 1986 coincidentally with the same crew), but not this livery. I think this is a welcome addition to the range especially for the people such as me, who are lovers of these Group B rally cars.



Also due very soon will be the yellow Lotus 78, race number 3, driven in the Aurora series Formula 1 races in 1979 by the Spaniard, Emilio De Villota, as mentioned in the September Journal. De Villota was a bank manager before he gave up the day job to go motor racing with support from his former employees. He went on to win the series in 1980 driving a Williams FW07. This series of races was held at the UK's top circuits allowed drivers to cut their teeth in F1 machinery that was one or two years out of date, with two of the other series champions, Brits Rupert Keegan and Jim Crawford both





becoming successful Indycar drivers in the 1980s. The series also boasted the only win by a woman in an F1 race, when Desire Wilson won the 1980 event at Brands Hatch in her Williams.



Although unlikely to sell in the numbers of the JPS version, the yellow Lotus 78 will still be popular with F1 slot racers and collectors, especially as I understand this is the first time a ready to run 1/32nd scale model has ever been offered from this race series. However, Aurora made an HO slot car of this Lotus; examples of which seem to fetch good money on eBay. The Fly reference number FS058102 Retail Price £54.95.



The Fly facebook pages seem to be now kept updated so it is worth a visit there to see what is new.

Your Shropshire based correspondent has been out and about recently purchasing slot cars from Modelzone in Plymouth, visiting the Fly in the Loaf public house in Liverpool and walking along Hornby Road in Lytham St Annes. What a rich and varied existence I have.



That's all for this month, more news next time on the Porsche 917K driven at Brands Hatch in 1970 by Vic Elford/Denny Hulme plus the Williams FW07B, the March 761 and some dirty Puntos.



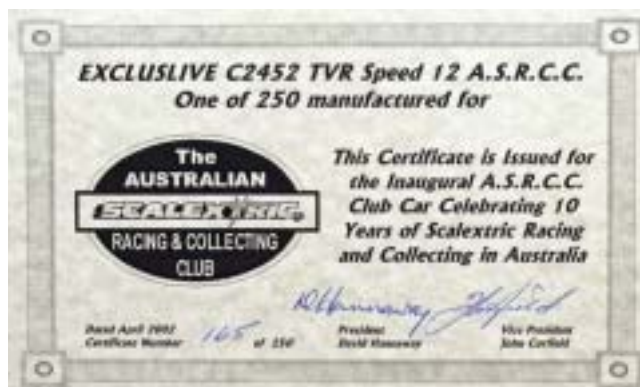
In the meantime, please feel free to email me on any related matters via the above email address. ■

THE AUSTRALIAN SCALEXTRIC RACING & COLLECTING CLUB INC

By Roger Gillham

The Australian Scalextric Racing & Collecting Club, (A.S.R.C.C.), was formed in 1991 by a small number of dedicated enthusiasts. It has grown from a group of a dozen Sydney people to a club that now includes around 150 members from all over Australia and overseas.

From its beginning, the club has sought to promote and support the hobby of collecting and racing 1:32 scale Scalextric. Club meetings and race events are organised at members' homes or commercial race tracks. Members participate in activities ranging from friendly racing to serious competition and race their cars on some highly detailed model race circuits. Our Club produces a monthly magazine "Club Lines" providing interesting articles, news, monthly racing calendar and free classifieds. The Club also maintains an informative website where Club news and information about sponsors and our hobby is freely available. Our



The special certificate supplied with the Australian Club TVR car

website hosted the world's first Scalextric www quiz. The Club hosts an Annual Grand Prix and in the past has conducted racing series for Scalextric's Cadillac Northstar, Jaguar XJ220, Nascars and of course the Aussie V8 Supercars.

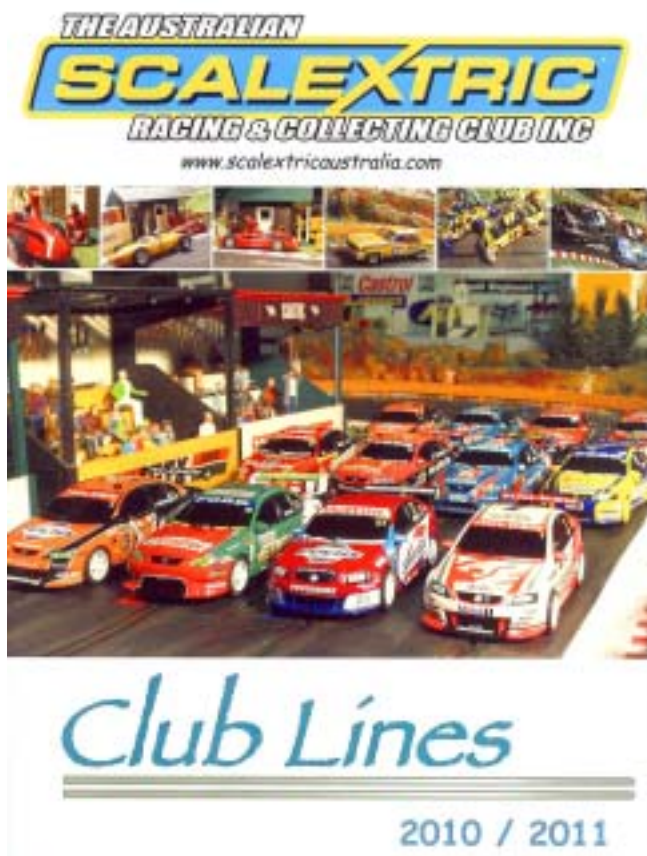
A Country V's City Challenge is held between our Sydney members and our Dubbo members (5 hours drive west of Sydney) using Aussie V8s, GT cars, F1 cars, and "utes"



C2452 TVR Speed 12, the 2002 limited edition car, celebrating the first 10 years of the ASRCC



C3235 Audi R8 LMS, celebrating the 20th Anniversary of the Australian Scalextric Racing and Collecting Club



The 'Club' magazine cover

(modified Scalextric V8s, see illustration) provided by the Dubbo Branch (a town in New South Wales). Interstate members are always welcome at Club events, none more so than the Annual Club Auction. This year over 400 lots went under the hammer during a very long September night. The Club raises funds for the Westmead Childrens' Hospital by the sale of



A typical club night on a Scalextric 4 lane scenic track



Australian 'Utes', using modified Scalextric Ford or Holden V8's

donated items and raffles during the Auction, and at weekend hobby events where a member owned trailer mounted mobile track is used to display and promote the hobby, raising money by track hire.

The Club has produced a number of unique items over the years including Club shirts and vests, Club caps, drink coolers, and of course the Limited Edition (250 cars) C2452 TVR Speed 12 Club Car, commemorating the first 10 years of the Club.

This year the Club was very pleased to celebrate 20 years with the production of its second Club Car, the Limited Edition (only 200 cars) C3235 Audi R8 LMS Team Phoenix Racing Australian Club Car, available only to members. This brilliant race car sports the ASRCC Club logo and year 2011 on the roof and is extremely collectable.

The Australian Scalextric Racing and Collecting Club was a forerunner in the hobby's re-emergence in popularity "down under", and is pleased to continue to foster the hobby and be a nucleus for the Scalextric enthusiast in Australia. ■

The 13th NSCC/ Hornby Ramsgate Weekend

By Paul Pearson & Lee Reynolds

So after many months of anticipation, “Here at last” the Ramsgate Hornby weekend as arrived. This being our first visit we started off from the midlands at 11am for the long drive down to Ramsgate, the drive down was very good (no hold up’s to speak of) and we finally arrived at 4pm. After checking in, we unpacked our cases, then decided to go down to the bar or should I say the pub (which was over the road and linked to the hotel via a tunnel) to see if we could find some more members.

The bar was full of locals and not one member, which was in my opinion a bit unusual given the reputation of some of the Committee! So after a while Lee went exploring. He soon returned back saying this part of the hotel was built into the cliff face and that there were a further two floors below the pub. On the bottom floor he found this was where the others were setting up the tracks for the weekends racing. So I then went with Lee and had a quick look round, to be met by three tracks, one two lane digital, one six lane analogue and one four lane rubber track all laid out in the room and having their final touches being added. Having satisfied our curiosity we returned to the pub for our

evening meal and were joined as the evening progressed by other members of the Club. After our meal we got talking to other members who put us in the picture about the weekend and what we could expect in terms of the racing and activities. We did not stay up late, because we were tired after the long drive down, although I know some of the others did not return until the early hours of the Saturday morning.

Saturday came, and we were up early ready for a hearty breakfast before the days racing. During breakfast Jeremy (the Editor) distributed different colour polo shirts to every person who were there attending the weekend. The polo shirts colour denoted which team you were in and were also labelled with “NSCC/ Hornby Weekend 2011”, the NSCC logo and your team name after famous British racing drivers, a nice little memento of the weekend to start off proceedings. Both our shirts was bright red and that we were part of Clark’s Team.

As mentioned there were three tracks set up, six lane analogue, two lanes (six cars) digital and a classic four lane rubber track which really did show what Scalextric was like in the ‘60s. There were twelve team in total consisting of five or six members, racing had been carefully worked



Ford RS200s flash past on the digital track



The six lane classic track with RMS ready for the next racers



Shaun Bennett's Coopers on the grid of the four lane rubber track

out so all the teams had the same amount of racing time on the two tracks and the whole two days was programmed to ensure smooth running of the event.

The digital track consisted of six brand new Ford RS200s whilst the analogue appeared to be using initially the racing rigs but ultimately replaced these with super resistant Ferraris. The classic rubber track using Coopers and the thumb controllers, was only used to show us what it was like in the '60s and as a bit of a distraction for one half of the group whilst the other half visited the factory (it was great fun, but difficult to get used too). Mid morning arrived and a welcome coffee break after the first session of the racing had been completed, the teams were then split into two groups: The first group then went off to visit the Hornby Visitors Centre (by coach which was laid on by the Club). While they were away we had a quick session on the old classic rubber track but then



The rubber track being used, it worked very well considering it's age



Part of the Hornby warehouse with the bargains laid out for the NSCC members

we had a question and answers with Adrian Norman from Hornby, he was very good, giving frank answer to members queries as well as showing us actual samples of some of the forthcoming releases due out in the next couple of months (Jaguar D Type, Bugatti Veyron etc.). At About 12.30pm the other group returned and we all went off to lunch, buffet style in the main hotel dining room.

After lunch it was our turn to visit the Hornby Visitors Centre, of special mention here is Shaun Bennett, who despite organising the



Anyone fancy a bargain?



Go on then, what did you get? Is that a train in there?

trip and the coach then managed to miss the coach from the hotel himself! The museum was very good but I would like to have spent more time there, after all there was more than just Scalextric, with an incredible display of other Hornby products through the ages, including trains, Airfix and Corgi. The shop, if I'm honest, was a bit disappointing because there was not much stock of Scalextric items (perhaps my expectations were too high, as I expected to see goods not available in the shops yet), but Hornby did open up a back room for all NSCC members and indeed a couple of "gate crashers" where they had for sale very heavily discounted sets, track, controllers, digital items and borders among other things, which were either slightly damaged, carried the wrong packaging or for other reasons could not be sold to the general public. Among these items were some real bargains, for example a complete "Triple Ignition" set was marked up at £40, whilst digital straight lane changers, curved lane changers and pit lanes were marked up at £10 each.

Once back at the hotel we continued racing, the time went quickly as it does when you are enjoying yourself and at about 5.30pm we called it a day for racing. Members stood around talking or went off to the pub for a quick drink before we all reconvened for dinner at 8pm. The dinner was three courses, and it was excellent, during dinner everyone participated in a eBay quiz prepared by Steve Langford with prizes awarded for the top three people, the quiz consisted of a multiple choice paper listing



The trusty NSCC cabinets loaded with collectables and auction items

recently sold items and you had to pick the selling price from the choices available, very simple but enjoyable non the less.

Lee and myself thought that when the meal was over that was it for the day, but to our great surprise the Club held an auction and drew the raffle, with some great prizes on offer, including a prototype snowy effect NSCC Jaguar (which are to be made to order for members as a very limited run as mentioned elsewhere in this month's Journal), some very Limited Edition McLaren Mercedes in the auction and a Micro Toy Story set, Velodrome set, an SCX Banco Occidental 1980 Limited Edition Car, promotional boards and numerous other items in the raffle. Finally there were some original artwork items kindly painted by Tina Cornell and replicating some of the classic Hornby box artwork, which was also auction off and raised nearly £300 towards Addenbrookes Hospital, Tina's personally nominated charity.

Before we realised, it was 11pm so we turned in, thinking that today has been a great success so let's get ready for tomorrow.

Sunday morning came and again we started off with breakfast, then on to the racing for 9.30. We had great fun on the analogue track because Lee and myself had not used this form of track since our boyhood days, as our home circuit being digital. We found the digital track more difficult than ours, because there were six racers at a time which caused more pile ups, still it was great fun. We broke for Sunday lunch, and then at about 2pm started to race again, finishing it off about 3pm with the ladies racing (which



Andy Smith over hears one of the Easyjet jokes doing the rounds over the weekend

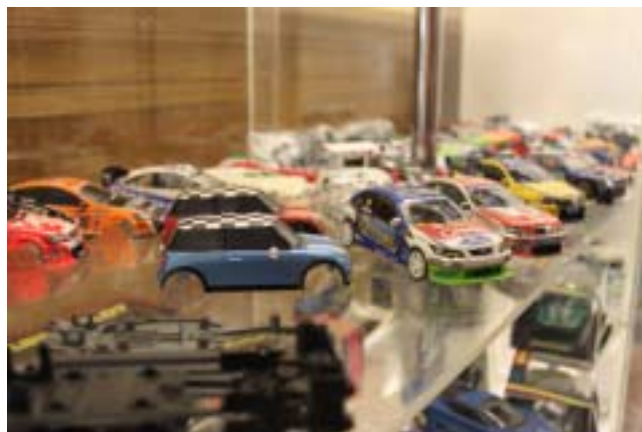
was great). The theme this year was the Euro zone and in particular the countries in trouble because of the state of their finances so each car was suitably decorated in the countries flag, various emblems and of course Euro notes!

Once the ladies race had finished duly won by Melanie Hamilton, the winning team for the weekend was announced, this year being team Brundle, Peter Simpson has written a little bit on this later, and of course they won a little token prize each of a car generously supplied by Hornby.

Once all racing was completed, it was time to set up the auction which was the main event of the afternoon.

There were a large amount of collectors who were waiting to snap up some rare pieces, which had been kindly donated by Hornby, with some items also donated by Richard Winter and all of the proceeds going to Hornby's chosen charity being the Toy Trust as previous years. Most of the items were pre production samples either complete or body shells only, mock up samples, promotional boards, a couple of complete sets and test colour samples, so many of the things for auction were truly "one offs", there was also a mix of Scalextric items and Micro Scalextric across the board which added to the variety.

Hosted by our very own Chairman, Andy Carmichael, the general bidding was very brisk and some items went for significant sums, the Alfa Romeo 159 Spanish Civil Guardia Livery (incorrectly coloured) fetching in excess of £450



A few of the auction items on display

and some further McLaren Mercedes limited edition cars (only 10 of each made) reaching circa £250 each. Overall the bidding was spread out among several members, which is always nice to see rather than an only a few bidders, and there was some bargains to be had with box artwork/ promotional boards only going for £10 each. The overall sum raised from the auction was I believe around £7,400 in total.

Finally, of course we received our weekend cars, this year's being the Audi Phoenix Racing car Limited Edition one of seventy two, complete with the certificate provided by the NSCC and a printed board consisting of 60s Scalextric artwork duly stamped with the NSCC logo and NSCC weekend November 2011, which was final pleasant surprise as well as providing a further memento of the weekend as a whole for us both.

To conclude then, I must say a big thank you to NSCC Committee who worked so hard to put on this weekend. The organisation could not be faulted and it all ran like clockwork, it was a credit to the Committee who must have put so much time and hard work for it to be such an excellent weekend.

It just leave me to say to other members who have not been to one of these weekends it is well worth it no matter how far you have to travel, if some members can come from abroad I am sure a few hours travelling in the UK is no big deal.

From Lee and me a very big "thank you" for a fabulous weekend to the Committee and all the other members who made us so welcome. In addition a big thank you to Adrian Norman of



The winning team collect their prizes whilst Adrian Norman has spotted a fiver on the floor

Hornby, who I understand gives up his own time to attend the weekend plus organises the trip to the Visitors Centre and obtains the auction items, and who of course the weekend could not do without. We have already booked for next year and hope we will be selected to attend, what a weekend!

Ramsgate Conclusion By Peter Simpson

Although I don't wish to appear to gloat, the sense of satisfaction in being on the winning team at the Ramsgate weekend is too good to go unmentioned. I'm sure that most readers will have noticed that I tend to collect models that I like with only limited intention of risking the damage likely to be induced through racing. For Karen and I, the best part of being in a team for the racing element of the weekend was meeting four members that we'd previously not known. This worked well last year and has made swapmeets more enjoyable as we catch up with Club friends. So this year, we looked forward to a little stress free playing with some of Scalextric's finest products from across the years. However, this was not to be! Our team was credited with two of the Club's younger member who clearly had different ideas regarding the concept of racing. After the first event we had a slight lead, after the second this became quite significant – enough to demand a revision to team tactics. All of a sudden we realised we were in a nice position to win, but hadn't considered the associated pressure and



Out of retirement for one race onlythe trucks on the analogue track

excitement. In the blink of an eye, plans were drawn up: how, with the minimum amount of cheating, bribery and effort could we maintain the position and go home triumphant? It came as a cultural shock to the mature members of Team Brundle just how infectious competition can become. All that mattered now was to win! At the end of day one we held a reasonable lead, but we still faced another three hours of racing to avoid slipping down the order. Sunday was rather more stressful than in 2010. I'd recommend that other members avoid the temptation to go for gold and just enjoy crashing someone else's cars – the stress of leading nearly got too much. For the last race of the final session I had to finish fifth out of six: on the slowest lane, last was all I could manage. The sense of deflation was overwhelming. But not for long: the bouncy youngsters, both highly adept at mental arithmetic, pointed out that I'd completed five more laps than any other previous lane six driver so, overall, we'd achieved our goal. Special thanks to Thomas, Daniel, Thomas and Steve for adding the icing to our weekend enjoyment, and to Hornby for adding a few more superb cars to our collections. Rest assured, they'll be jealously guarded and, slightly ironically, will never venture onto a race circuit!

Almost as an aside, the accommodation, organisation, tracks, cars and other members, were all brilliant. The Committee once again excelled in making the weekend a blur of effortless enjoyment. But winning...well, who would have believed it! ■

HAVE YOURSELF A VERY MERRY CHRISTMAS

by Andy Carmichael

Well it's nearly Christmas time and to celebrate Christmas 2011 the Club has produced a very special snow effect Jaguar. The model was first shown at the Hornby NSCC Weekend of 26/27th November where some 25 were ordered by the 56 members present and the first batch of ten found owners.

Each model will come with two certificates, the original 30th Anniversary credit card certificate and a special paper certificate signed by the Secretary and myself. The cars will also carry signatures across the under pan.

The cars are being manufactured to order with a ordering cut off date of 10th January 2012, it is strictly one car per member and the cost will be £55 plus £5 postage although there will be opportunities to collect at Swindon (January) and Milton Keynes (February) and avoid the extra costs. These cars are being hand produced and dual signed so please be patient and allow time for delivery.

If you wish to order a model please contact



Andy Smith, Membership Secretary by phone, internet or post (details on back page), as the models are being made to order a deposit or full payment will be accepted to safeguard your order. Please note that Andy Smith is away from the 12th to the 21st December, so your order will be received but may not be acted on during this period, if you have any concerns contact one of the other Committee members during this time. Upon completion of the whole run of models the paper certificates will be produced identifying the cars production number and posted out to members.

HO HO HO HAPPY CHRISTMAS ! ■



As 2011 draws to a close, Ninco celebrate the 50th Anniversary of the UK's most iconic sports car; the E-Type Jaguar. Manufactured over a fourteen year period, more than 70,000 were produced, many of which found their way into competition racing. Looking at the first pictures of Ninco's latest edition to the range (*and possibly their longest kept secret of 2011*) their model is a fitting anniversary tribute. The long slender lines of the E-Type are faithfully reproduced making it quite clear how this model would be described by Enzo Ferrari himself as "The most beautiful car ever made".



E-Type Anniversary Celebration Car

As well as this new body, Ninco once again bring innovation to the chassis design with the introduction of their front-mounted motor. The



NC-9 'Sparker' motor substitutes the original 3.8 litre engine (*this was later increased to 4.2 litres*) and is connected, in-line, to the gear wheel via a prop shaft. Attention to detail is evident through the crisp body panel lines, chrome trim and 32 spoke wheels fitted to the "50th Anniversary Edition" (50579). A Race version is also set for simultaneous release which will have competition wheels and "Sebring" (50596) race livery.



Mercedes SLS leads more innovation

As the Ninco-1 series attracts more people to the hobby, the desire to upgrade becomes more and more prevalent. Ninco continue to look to the future and have so introduced the new "Ninco 1 Plus" range. The chassis design incorporates a motor pod for allowing upgrades from the ➡➡



entry level motor to the more powerful competition motors. In addition, lightweight Lexan interiors can be added bringing the models up to “Lightning” specification.

The first model to be treated to this innovation is the totally new Mercedes SLS GT3 “Postbrief” (55050). This is widely tipped to set a new precedence in GT racing with detailed body, easily maintained chassis and interchangeable race components only previously available on the Ninco-Sport range.



their next three Ninco-1 releases with both options. First of all the mighty Ford Mustang in “DHL” sponsor livery (55044/55045) brings some American muscle to the track. Continuing with the American theme, next up is the Chevrolet Corvette GT3 “Malisped” (55046/55047) built for out-and-out speed round a GT circuit - but is it a match for the European designed Lamborghini Diablo “Nogaro” (55048/55049)? Only a living-room showdown this Christmas will decide!

On behalf of Ninco and their UK distributor ABGee, I would like to wish you all a very Merry Christmas and a Happy New Year! ■



More, more, more Megane!

A fantastic club car and one-make series is the Renault Megane Trophy. This 2009 model continues with the release of the “Bedelco” (50591) liveried car in Ninco-S Lightning trim. Fully equipped with an NC-12 “Crusher+” motor in the angle-winder position, 12:32 gear ratio and lightweight Lexan interior, this promises to be one of the fastest ‘out of the box’ Meganes to date.

Analogue ‘N’-Digital

On the run-up to Christmas the biggest decision you may have to make is “Analogue or Digital?” Well, whatever the outcome, Ninco are offering



It seems really odd trying to write Christmas themed thoughts at the end of November, so I have resisted the temptation to sing you Jingle Bells – Jingle Bells and will just wish you all a Very Merry Crimbo and Happy 2012.

I have a fair few things to report starting with the Committee meeting held on Sunday 6th November 2011, this was a long and tiring day but a lot of topics were covered. The key agenda items of this meeting are covered below, as ever there are some subjects around projects and business that needs to be kept restricted;

MEMBERSHIP RATES FOR 2012

This has been mentioned previously by both Ed and myself but rates are increasing to £30 for full UK Membership (£15 for a second member at same household not taking Journal). European Membership increases to £42 and the Rest of the World to £49.

The Committee has very reluctantly made these increases but they are the first significant ones in many years and deemed necessary in order to compensate against years of inflation and to ensure all members are paying for the services they obtain. The main costs are around production of the Journal and associated postal charges. We (The Royal 'We' rather than wee !) are adamant that we do not wish to lose overseas members and we are prepared to trial other methods of delivering the Journal such as an

electronic 'Drop Box' in order to reduce costs and encourage overseas membership. However before we go down this route I would like these members to provide feedback of what they want and whether such a system is necessary? So all those members scattered outside of Europe please tell me what you want.

CREDIT CARDS

The Club is charged approx. 3% for credit card transactions, can I ask members to use a debit card or other methods wherever possible please, it may only be 3% but its money your Club can use for your benefit rather than the benefit of the Bank Clearance Companies.

2012/13 CLUB CARS

A lengthy discussion took place concerning future Club car projects, there are some really nice things planned and hopefully cars rather than a car for 2012. This though is all 'Top Secret'....I could tell you but you'd have to be killed for security reasons and trying to bury some 650 bodies could be tricky. Although living near the JCB factory I could probably find a good hole digger!

OTHER AREAS OF DISCUSSION – LISTED FOR BREVERITY

Organisation and Planning for Milton Keynes and Ossett Swapmeets.

Review of Club Finances (See my closing chat comments).

Initial Organisation and Planning for Slotfest 2012.

Organisation and Planning for NSCC/Hornby 2011 Weekend.

Competition Winner

You may recall in the September 2011 Journal I wrote a little piece about some innovative uses I had found for Scalextric bits and that we could have a little competition, well the winner of the competition is David Yerbury, who in order to secure brownie points with "her indoors" found the ideal replacement for some worn Hoover wheels (which ensured the correct ride height for said Hoover and ensured a good clean) could be two airfix wheels from a steering unit, voila, ➡

Hoover fixed, the other half happy and back off to the shed to use the spare parts for what God really intended. So well done Dave your prize will be sent out shortly.

Other Matters of Interest

For many years I have used a freeserve email address despite the company being taken over years ago by Wanadoo and then Orange. The latter in their ultimate wisdom have apparently been killing off the old fsnet addresses and tragically they pulled the plug without warning on the address that many of you will have of Carmichael@pimplybottom.fsnet.co.uk. If you have this address for me then please delete and use chairman@nscc.co.uk which now works perfectly. Unfortunately Orange also lost some 20 MB of data including a lot of stored Club emails and Roo at the call centre in India could not assist me in getting it back.

To assist with communication I now have a Club Mobile telephone 07704 000 307, should you wish to speak in person then please ring. I may not be able to answer immediately as I work shifts and move between two family bases which means you may have to leave a message or text, I will try and check the device every day in order to get back to you.

It is now approaching two years since I took on the privilege of being your Club Chairman and I recall in my first Chairmans Chat saying *'The key objective for the Committee should be the success and survival of OUR club in order that it can bring benefit to its members.* The last two years have been a tough test for the Club with increasing costs overwhelming income, so some radical changes have had to occur. I believe the measures taken including reducing administration and printing costs, increasing income generation and realising some Club assets have reversed the trend and we can go into 2012 on an even keel. We can also move forward knowing the Club has been involved in many successful events and projects during 2010 and 2011, but it will not stop there as 2012 has even more plans to bring to bloom. With this in mind I wish you all a successful and happy 2012. ■



Milton Keynes a coming, Milton Keynes a coming....

By Richard James

Once again It's that time of year when we see the happy visage of a US Santa proclaiming that the worlds greatest selling soft drink (don't think I'm allowed to mention Coca-Cola by name) is promoting Christmas.

Although I may have slightly misunderstood the message they wish to convey with the Hornby weekend a happy memory It's that time of year for us to think of promoting forthcoming swapmeets and events in 2012.

With the success of the trading area at The Slot Festival UK in May this year, the fresh appearance of Stanstead, a new northern swapmeet, the continuing success of Swindon and Orpington along with our intention to build on Nigel Copcutts' firm foundation of 25 years of Milton Keynes maybe we are beginning to see a return to "face-to-face" trading of slot cars. eBay is here to stay (for the present) but perhaps we are reaching an equilibrium.

It has been a good year as far as promoting the Club is concerned. With the opportunity to provide a track for the Horsham Piazza Italia at Easter which, although a little last minute, was excellently co-ordinated by Paul Yates and run with help from Committee and members. We were able to see that a fair few of the general public were interested in what we are, what we do and we have been invited back for Easter 2012 so willing volunteers will again be welcomed.

At The Slot Festival UK with three tracks and a very well manned, er.. personed (thanks ladies) Club table we were able to enrol new members and again raise the Club's profile with the public and, once again, this would not be possible without the enthusiastic help of Club members.

Our presence in the north at Ossett again brought our existence to the notice of a few new slot devotees and from little acorns....

And so to Milton Keynes.

Being in the fortunate position of being able to carry on the baton of the Milton Keynes swapmeet into 2012 and beyond the Committee wish to build the event back into the highpoint it was before the internet and other external forces caused a drop in swapmeet attendances. Now as we are all volunteers and our day jobs do not generally include professional marketing and event organising what do you, the membership, think would draw in the crowds (sorry lads, the exotic dancers have already been vetoed). We have for MK, in addition to your favourite traders, a couple of tracks to have a go on and an exclusive Limited Edition car. We will have a members table but what do you feel is missing if anything? Any ideas and suggestions can be sent to the Editor and if we can't use them at MK this time there will be Ossett in July (15th) or MK 2013.

As mentioned we intend to have a members table to enable members to who only have a few items to sell or trade. All we require is that you set a sale price and, if you are prepared to be haggled, a reserve price and let us know in advance of the day then bring your items along to Milton Keynes and leave them at the table. If you are prepared to trade / swap then let us know that too but be sure to be available in the hall to negotiate. Oh and we may ask you to man the table for a short while (no such thing as a free lunch). Please remember this will only be a small table so anyone with box fulls will be sold a table of their own. And at only a fiver that's a bargain so why not book one in advance?

If you cannot make MK then we can take your items at the Swindon swapmeet in January and any unsold items can be collected at later swapmeets or posted back to you subject to a postage charge.

Any members within travelling distance who think they can get local slot car retailers to promote the event with flyers on the counter let us know and we will happily send some out to you to “spread the word” and help us get as many people as possible through the door in February to promote the hobby and the Club. As has been shown this year we need your help to promote your Club and events, so please, as many of you as possible, come to MK, bring everyone you can and support our first MK swapmeet, after all a 25 year tradition is a lot to live up to.

In the meantime may we wish you all a Happy Christmas and perhaps those “wants” that you didn’t get in your stocking this Christmas you’ll find at one of the swapmeets next year? ■



email: ebaywatch@nsc.co.uk

Well here we are at the last column I am to write individually but you don't get rid of me totally before anyone cheers, as I will be assisting our new columnist John, certainly for January at least, as he gets up to speed on the "stats" and where and how to find the interesting bits that I know many of you like to read about. So if you have any ideas about what you want to see in the column, now is the time to say, as I am sure John will appreciate any help and advice he can get besides that from yours truly.

Listing numbers for November followed a similar pattern to October as again there were two free listing weekends which added considerably to the number of listings that came up in my results and meant they were around the 38,000 level at month end. Although I have the link saved in my favourites, the numbers did fall considerably at one point in the month when I logged in, but I think that was due to eBay tinkering with the search results that were visible. The result of the first free listing weekend saw nearly 7,000 listings ending over the following weekend which just shows you the effect these free listing days have. This does mean you see only a couple of days or so history if you are looking at all slot car listings, as completed listings are still limited to 10,000 results. One new feature that has been introduced and is showing up on some listings is the "basket" feature that enables you to checkout and pay in one go for all your items instead of an individual Buy It Now (BIN) transactions. Perhaps this may be good for items in plentiful supply when you are doing a shopping list of fixed price items, but I can't see this being of benefit to collectors really, as this does allow others to nip and BIN the item, if the item is in your basket and not paid for! You have been warned.

Cars

An interesting trend at Journal deadline I think I may have picked up on is that the Scalextric Lightning McQueen car seems to have been outselling the Francesco Bernoulli car by almost 2 to 1 and seemingly may be in short supply this Christmas. (I am led to believe there is no stock left at Scalextric HQ) The McQueen car has already been listed at a premium by one of the big sellers so my tip is to get one quick if you need one for Christmas just to be sure. I base this theory on the bulk listing of one seller who had sold 100 of the McQueen cars and raised the price over the past few months from £25.99 and then £28.99 to £31.99 in the last week of the month whilst the Bernoulli car was still only £26.75 in comparison. A quick look around some online stores though still shows some stock at less than RRP at time of writing though so maybe it is some opportunist pricing by some sellers?

Mini

The first of the new Limited Edition pink "flower power" Scalextric Minis C3224, went through at Journal deadline (technically just after) on Monday night at a reasonable £31 considering they may prove hard to find as they are not available at all stockists. Generally though Minis don't seem to have been quite as popular price wise of late which may be due to one seller continually listing Minis. Indeed the latest Range Presentation car made only £82 on a Thursday lunchtime (190603589710) after only just topping the £100 mark at the end of the previous month from the same seller. That same seller seems to have sold several over the past year with three alone in the past month as well as another listed at the time of writing, so this may explain why there has been a decline in prices with supply exceeding demand in the

current economic climate on the Mini car, and buyers waiting for a cheaper one.

Range Presentation

Speaking of Range Presentation it seems prices have fallen particularly on the current 2011 Audi R8 example. For those of you who may still be interested in acquiring an example without paying through the nose it seems the way to go is to buy the Spanish SuperSlot Club car for this year as it is exactly the same (yes exactly!) as the UK range presentation car but only in the different SuperSlot box with a H3236 reference number instead of C3236. Bit of a blow to most collectors and dealers who may be holding on to one I would say and may explain why the price has fallen a lot lately for the R8 with the latest one spotted going through at only £72 on a Wednesday night (310357010858) and another going for £100 best offer a couple of days later. A quick check on Spanish eBay shows the SuperSlot car being able to be picked up and shipped to the UK for less than 50€ so I wonder if we will see some reboxed "LE sticker missing" UK versions before long? Staying on the R8 the Australian version of this car made an impressive £180.50 on Sunday night and could prove to be the hardest R8 to get long term over here in the UK. (130598106296).

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day. (Mainly "big ticket" items this month so don't think eBay has suddenly gone expensive for everything!).

Collectors scalextric limited edition Subaru sex fly ninco slot car £298 (NOT SOLD but I loved the description on this that included "I know it is well overpriced" and "if no good offers come in then it goes back into my collection and I will sell a kidney or something!" It was then relisted at the same starting price 250936052997)

BRM BLANCO PRIMERA SERIE ORIGINAL EXIN SCALEXTRIC OCASION UNICA €712 (White model of C37 on Monday night on Spanish eBay. Who said the Spanish economy was in trouble? 330636895851)

SCX RARE ALPINE SUPER VINTAGE

ONLY 200 MINT IN BOX REF A100145300
NO VENDIDO EN TIENDAS!!!! 202.50
(Clear bodyshell version with 54 bids on Spanish eBay on Monday night. Check out bidding pattern though on 230705705123)

Slot Car SCALEXTRIC NASCAR STP PONTIAC GRAND PRIX Driver Robbin Loomis :C2227 £137.76 (Sunday night 250933521208)

V. RARE Slot Car SCALEXTRIC NASCAR PFIZER #6 FORD TAURUS MARK MARTIN New: C2408 £132 (Sunday before the STP car above 250928390039)

Vintage 1960s/70s Scalextric Shop Cars Display Case Perspex £195.65 (12 car sloping example but not complete on Sunday night 160684602132)

Vintage Scalextric Motor Racing Set No. V33 £468.88 (Nice complete set plus extra track on Sunday afternoon of Hornby NSCC weekend auction so not all the big money was in Ramsgate that day? 110779657080)

SCALEXTRIC PRESENTOIR POUR DETAILLANT EN CARTON FORT €140 (Single bid on Thursday night for very nice 60's cardboard display counter case I am guessing on French eBay that Mr. Gilham could not recall seeing before! Check out 350507077700)

Ultra rare scalextric car £449 (NOT SOLD. White Vectra bodyshell with Noddy tampo

2012 MEMBERSHIP

Please note that if you have not renewed your membership before 10th January 2012, the January Journal will not be automatically sent to you. Also we only keep a low number of spare copies so if you renew after this date we cannot guarantee you will be able to obtain back issues of any Journals you have missed as a result of late renewals, so please renew as soon as possible.

Please complete the renewal application form enclosed with the November Journal or go on the NSCC website at www.nsc.co.uk



printed on the top. 180755321959)

C21 Cougar Excellent Condition Orange
£32.60 (Unboxed example on Wednesday night
230699233297. Blue model with title of just
Scalextric went for single bid of £10 3 days later
on Saturday afternoon 250930455571)

Scalextric NSCC Weekend Car 1998 Renault
Megane 1 of 50 MB. £180.50 (Sunday night
270846383264)

SCALEXTRIC SPAIN 20TH
ANNIVERSARY STOCKISTS SILVER
PRESENTATION BMW M1 BOXED £670
(Yes amount is correct on Sunday night
190590865999)

SCALEXTRIC C3222 JIM CLARK LTD
EDITION LOTUS 49 – MIB £38.02 (When
the NSCC Hornby weekend auction and the
final F1 Grand Prix of the season was in full
swing on Sunday afternoon showing you can
still get a bargain if you time it right
260898359057)

Closing now I would like to thank all of
those of you have sent in item links over the
years particularly Jonathan, Graham and Brian
(you know who you are) which have kept the
column going and I would encourage you to
continue to do so to help John as we go into
2012. Also many thanks to Brian who
“volunteered” me into the job so to speak and
encouraged me with my early efforts, and not
forgetting Jeremy who has had to wait ever more
patiently these past few months for this to hit his
inbox. The column will never be finished
completely every month as there will always be
items that are missed or could have been put in
so I leave with a quote from Dale Earnhardt
who said “Finishing races is important, but
racing is more important.”

Seasons Greetings and don't forget to send
in those links to ebaywatch@nsc.co.uk. ■