



**No. 346 JANUARY 2011**

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Welcome to 2011 and some News!

So the start of another year, with plenty to look forward to in terms of new slotcar releases, by the time you read this, most of the major manufacturers should have provided further information on the planned new releases for the forthcoming year and as a Scalextric fan I am already excited by some of the snippets of information we have from Hornby.

Of course this year will also see what is planned as the biggest slotcar event taking place at Gaydon and we as a Club will be there supporting it, with not only our presence but also by way of organising a special weekend to coincide with the main event, there will be further news on this hopefully next month from our Chairman plus I am sure the dealers organising the event will provide further press releases of their plans in due course.

As a reminder, your membership renewals were due at the start of the year, as is traditional with the Club we have sent out this Journal to all existing members as at the end of 2010, but those that have renewed will also have received their new membership cards with this Journal, so if you have no card enclosed, chances are you haven't yet renewed, so please do so quickly, either using the renewal form enclosed with the December Journal or via the website at [www.nsc.co.uk](http://www.nsc.co.uk).

More news then, as we have a number of the Ninco Lotus Exiges left and these will now be released to members, so if you wish to have a second car or perhaps didn't order one first time around then please do contact Shaun Bennett. The cost of these is £45 plus £6 post and packaging (you can collect at a swapmeet if you wish and save this amount) but stock is very limited and it is first come first served.

And finally, at the Milton Keynes swapmeet on the 20th February 2011, we will be raffling 1 of the 48 NSCC 2010 Weekend cars (Scalextric Mercedes SLR McLaren 722 GT with certificate in the winners name), tickets are £5 per strip (proceeds to the NSCC) and you have to be there in person to purchase them on the day, so come along support the NSCC and the swapmeet, who knows you may win?

So Until next month

Jeremy



# MESSAGES FROM MARGATE



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

By Pete Simpson

Welcome to the New Year and another bumper catalogue of new releases. Towards the end of last year, we were made aware of the impact of Chinese manufacture by the deferment of 15 cars from 2010 into 2011. Although deliveries have gradually slipped by up to a quarter throughout the year, when the year ends that's it. All credit to Hornby for being honest enough to formally declare the delay at the end of November: they could have bluffed their way into the New Year by which time some may have materialised. As the market expects cheap prices, we'll just have to suffer a few inconveniences along the way. However, look on the bright side – lots of new cars should be with us early in the year!

## 2010 Summary

As a very brief review of 2010, here's some of the highlights:

- "Start", whole new concept for Scalextric.
- 6 Car digital Powerbase, delayed but fully functional.
- 2009 F1s with non-rotating brake ducts.



- Micro range expanded with new sets.
- D-Type Jag remodelled, with more to come in future years.
- Ford GT40 range increased.
- James Bond and LMP1 Astons, coinciding with the winter snow, are released!

Certainly far from being a lost year in terms of additions to the available cars.



Nestling between the Special Releases and the F1 Solo Cars in the 2010 catalogue was a series of cars that I've managed to completely overlook. I must confess that these slipped under my radar despite spotting a couple of them at Margate earlier in the year. The cars to which I refer are those of the Top Gear Special Edition series. Whilst three of these were released in 2009, the latest three, all SR, DPR cars, were issued this year. All bearing the Top Gear text they are a Lamborghini Gallardo, C3069, a Nissan GT-R, C3070 and a Porsche 997, C3071. All are ideal as an introduction to either digital or analogue racing.

A couple of months ago I mentioned the forthcoming USA only releases, one being a →





Z28 Camaro of which I had failed to uncover any details for the actual car. Further research had paid-off; it represents the car raced by Richard Rainwater in the 1970's TransAm Series. Although it still sees action in historic races, the Scalextric model depicts it as it was in its heyday. One car that was released late in 2010, C3132, underwent a last minute livery change. The Porsche 911 has been revised to reflect a different Triple X Motorsports car: the Mad Butcher sponsored car of New Zealand driver Craig Baird.

One other car not previously mentioned is another Police Alfa 159: not the Italian Carabinieri



version but a Guardia Civil Trafico, S3149 released under the Superslot brand in Spain.

## Ramsgate Weekend

I'm sure that many others will have extolled the delights of the Ramsgate weekend, but as it was within walking distance of the source of "Messages", I feel obliged to add a few comments.

I'd always been reticent to apply for a place in the past as Karen and I had previously only spoken to a few members and traders that we'd met at swapmeets and we'd certainly never experienced a race meeting. I definitely got that measure wrong! As soon as we arrived, late Friday afternoon, we were immediately welcomed by all so that by the time we'd enjoyed a pub meal and turned in we'd already made several new acquaintances.

From Saturday breakfast to Sunday's departure we barely stopped – racing, both analogue and digital, a trip to Hornby Visitor Centre and shop, rarities auction and plenty to eat and drink in between. Most visitors seemed to enjoy the trip to the factory shop.

If you've never been, don't miss this opportunity to apply for a place and spend time with like-minded friends. Many thanks to the







dedicated members of Team Lotus, Phil, Dave, Robin and Karen for ensuring that we didn't finish last, whilst providing plenty of potential improvement in future years. The Committee certainly did a sterling job of organising every aspect of the event such that the itinerary was seamless: I know it must have been good as Karen is already planning for next year!

### **Mercedes 722 GT**

The Mercedes McLaren 722 GT has certainly been the keynote car of the year, having been used for the majority of annual specials. Here's the list of releases, with the race number and the quantity made, where limited, in parenthesis. So

far we've had the catalogue version, C3010 (#722), the range Presentation Car, C3188 (#12, 200), the 2010 Scalextric Club Car, C3116 (#10), the NSCC Weekend car, C3117 (#11, 48), the Dutch SLN release, C3119 (#1, 150) and finally six different specials for marketing events, C3117 A to G (#21 to 26, 10 of each, no "F" was issued). The specials can easily be identified as they have black rather than chrome wheels. Of course, in addition to these there was the relatively tame SLR 722 as released in the "722" twin pack, C2783a, or solo as C2632a.

### **December Visit**

Towards the middle of December, between the two bouts of snow, I made a final pilgrimage to Margate. As Karen and I left the Ramsgate hotel, I'd actually conveyed good wishes to Adrian, anticipating that we'd next meet at the Swindon swapmeet but there was a hint that one final excursion to Margate might prove worthwhile. No second prompt was required as I was aware that the 2011 range must be pretty close to being finalised.

On arrival at the factory we were duly welcomed by both Adrian and Paul Chandler, Hornby Marketing Manager, and whisked into the presentation rooms. ➡➡





As we were privileged to have a preview of the 2011 range before many of the dealers had the opportunity to see what the year had in stock (we wish!), we were sworn to secrecy until midnight on 31<sup>st</sup> December 2010. I had a choice: be delinquent on the delivery of “Messages” to Jeremy or jeopardise the special relationship with Hornby. Ideal solution, press the “send” button just as Big Ben chimed-in the New Year. Obviously, this meant not consuming any alcohol until after midnight and the pig flew past!

So, now into 2011, here’s a brief overview of what Scalextric fans can expect: lots of new liveries and a good sprinkling of fresh mouldings. Unfortunately, no photos were permitted but by the time this is published the catalogue should be in the shops to provide illustrations of what’s to come. Hopefully I’ll be able to play catch up in February with pictures of the first couple of prototypes.

We’re certainly in for some very nice models, once again covering rally, endurance, hot road cars, classic racers and F1.

The Start range is set to expand with the addition of a pair of GT racers. These, in common with the previous Start cars, are of a generic GT shape as drawn by any schoolboy: long bonnet with large Dodge Viper style radiator ducting, Ferrari-esque air dam intakes, two-seater cabin set well back along the chassis and a truncated Kamm tail. With a certain amanufacturer so keen on protecting their brand identity, these may not be available in red! Later in the year a new Start set will capture two of the star vehicles of Disney/Pixar’s Cars2. The film looks to be stunning: check out the

official trailers online. The track system will also be expanded with the addition of a lap counter, sold complete with an additional straight to maintain track geometry when inserted.

Amongst the new mouldings for the main range will be a Bugatti Veyron, a Ford RS200, a rather cute VW Beetle, an MGB roadster, a Corvette C6R GT2 and the car that will take McLaren back to Le Mans, the MP4-12C. As I write this, Andrew Kirkaldy’s CRS team has just linked up with The Sun to run the car in GT3.

Of course, in addition to the new cars will be a mix of reliveried favourites from previous years

This year also witnesses the biggest, and probably most expensive yet, Scalextric set, “Digital Platinum”, comprising the 6-car powerbase and six SR cars: two each of Lamborghinis, Porsche 997s and Audi R8s. The selling price wasn’t available when I visited but, although it won’t come cheap, it’s bound to offer good value relative to the cost of expanding a smaller set.

As forecast a few months back, there will be a new D-Type livery: not necessarily the most obvious choice but the pleasing colours of an Equipe Nationale Belge entry will be a good one for European fans. It represents the car of Paul Frere and Freddy Rousselle which finished in 4<sup>th</sup> place behind three similar cars: two of Ecurie Ecosse and the French Equipe Los Amigos.

For the self-build fans there are also another couple of Pro Performance cars. This year it’s the turn of the Audi R8 and Aston Lola LMP1 to be offered with hop-up parts.

HO fans need not panic about the repeated lack of solo cars in the catalogue – some will still





be made available. There are also a few new sets planned: one with a pair of McLaren MP4-12C, one capturing Cars2 and another, taking advantage of Hornby's 2012 Olympic deal, a velodrome set. No details yet, but hopefully more next month.

### Web Browsing

Having spent much of the hobby funds on Christmas, and the snow dictating travel plans, now is a good time to sit in the warm and visit the Scalextric website. Try and avoid the special offers and navigate to the free-stuff. From the homepage, Scalextric.com, follow the "VIDEOS AND DOWNLOADS" link in the table on the left to a rather nice range of images for use as desktop wallpapers, available pre-scaled to the most popular screen resolutions, to cover the interests of all Scalextric fans as illustrated here.

To be found under the "CUSTOMER CARE" section are useful tips for racing, FAQs and details on several Scalextric related publications, including the excellent book by Dave Chang. Although this was reviewed a while ago, here's an extract of some of the invaluable content, useful to new and experienced slot racers. Here is also the repository of the prized Service Sheets: these can be of great value in understanding which parts are available as spares, either direct from Scalextric or from a stockist. They can be downloaded and saved as .pdf files for future reference and comparison between models. Although the list is regularly updated, when I last visited the site the James Bond DB5 had not yet been published: when it is, it should be an interesting one to study. ➡➤

Also in the list is the "TRACK DESIGNER" section: not just the free, downloadable circuit designer but also a number of pre-designed circuits and a section to resolve potential problems.

On the subject of using the www, it should be understood that Jeremy's Christmas quiz was originally planned to be tackled at the NSCC Weekend over a lubricated meal where few would have realised, far less cared, about the ambiguity or trivial nature of some of the



questions, rendering me safe from criticism! In the sterile environment of home and PC research, some of the questions appeared a trifle easy. Whilst I'll take the credit for compiling the questions, if they appeared too simple, aim the blame elsewhere!

Karen has been nagging me for some time to list my collection and decide if the house insurance requires an update. This was a bad idea for two reasons: first the premiums would increase and secondly it might be revealed that "over 100" might fall a smidgeon short of the



truth. Ever supportive of my hobby, she even offered to help create an accurate itinerary! Rats, nowhere to hide. On a serious note, however, just ensure that you are protected as, despite a recession, the values of many slot cars is continually increasing as they become more collectable.

So to finish, all the best until next time. ■





Apologies for no article last month, a bit of a technical cock up meant it didn't get to Jeremy in time – sorry, so information for December and January.

The period around Christmas is normally either full of last minute deliveries coming to the UK or tight lips not allowing any information on next year to be printed and this month it's a bit of both. That said feedback from NSCC members is filtering through to the powers that be in Spain and I'm pleased to say that some of the SCX Compact cars that were originally only available in the USA are now available in the UK. Very limited numbers have made it here before Christmas, but more are on their way next year. SCX Compact cars that will be here include;

**SCX Compact; GT Racing Series, with 2 Porsche 911s – Ref. 31880**  
**SCX Compact; Racing Classics, with 2 Cudas – Ref. 31860**

I'm still working on SCX to bring these twin packs into the UK – I'll keep trying and



hopefully my efforts will succeed!

There was one new livery from SCX just before Christmas, being;

**Ref. 64710 – Renault Mégane Trophy**

This represents Pierre Thiriet entry in the 2010 Eurocup Mégane Trophy (he came 2<sup>nd</sup> in the championship), sponsored by Equipment TDS Racing (who won the championship – winning nine out of fourteen rounds). Looking at photos from the events – the SCX model looks to be a very good representation of the real car, in⇒





fact I have seen better photos of the model (other than the official press release shots) and the car really pops in bright orange and green on black. It is available now.

News from Spain of a Special Spain only release;

**Ref. 64790 – Seat Leon – 2009  
Champion WTCC – G.Tarquini**



A Special presentation car with stopwatch. This is a new livery of the Tecnitoys 'Scalextric' sponsored car. Not sure on the total numbers produced, but I believe this car was made for Seat so a fair few I would imagine.

Another special edition (originally intended for the USA only) is;

**Ref. 64800 – Chevrolet Impala  
(Nascar COT) Jamie McMurray –  
Bass Pro Shops**



A small number have made their way to the UK and are available now.

Now for some information on new product due for availability in January 2011;

**Ref. 50740 – High Performance SCX  
Pro Controllers**



Essentially a revised controller with interchangeable Ohms packs, comes with a 45 ohms unit as standard and a 25 Ohms option as well. Standard cables are replaced with high quality copper improving current conductivity. The connections are also now Audio Jack style and Banana clip types. Also an enhanced braking system (in truth I don't have details on this section).

**Ref. 64820 – Citroën C4 WRC – Rally  
Japan 2010 – Petter Solberg**

Personally I'm really pleased that SCX have produced this car, Petter is a bit of a hero in my opinion, the livery is bold and bright, just in case you see any other images floating around on the web etc., be warned the images doing the rounds at the moment show the livery from the Acropolis rally and not Japan – I'm told Japan



is confirmed – they are similar but not the same. Available in Analogue only.

**Ref. 64830 – Ford Sierra RS Cosworth – International Rally Isle of Man, MANX, 1987 – Jimmy McRae**  
**Also a Limited Edition Ref. 65050 – Ford Sierra RS Cosworth – International Rally Isle of Man, MANX, 1987 – Jimmy McRae – ‘Muddy’**



At last another livery on the Sierra and a worthy one at that. Jimmy won the rally in this car. The

picture show here is from a die cast model so I can't comment on the final product and to be fair to SCX finding quality photos of this car is very difficult. Available in Analogue only.

**Ref. 64810 and 14180 – Aston Martin DBR9 – 24Hrs Le Mans 2010 – Young Driver AMR Team**



This is the ‘Young Driver’ livery from last year's Le Mans as driven by Christoffer Nygaard, Tomas Enge and Peter Kox. Available in both analogue and digital flavours.

So that's it for the moment, news is trickling in on future releases and I will report as soon as I can on new product etc. rumours abound of a manufacturing tie up with Tecnitoys and Ninco, but nothing confirmed as yet.

So finally, I would like to wish all of you a Happy New Year and I'll bring you more news next month. ■





With a wintry silence from Spain on the run up to the Nuremburg Toy Fair, 2011 begins with a mixed release of new liveries on cars which have graced our tracks for over twelve years!

### **Vintage Merc**

1998 saw Ninco release a fantastic new GT race car which soon established itself as the competition racer's choice car. It came in the shape of the Mercedes CLK GTR. Its wide and low stance gave it great handling and before long, one would be found in every racer's collection. The model dominated competitions and maintained prominence in club racing for many years. Ninco JGTC cars started to become popular in the early 2000s but the CLK found a brief revival in 2004 when Ninco treated it to a ProRace face lift. Today, the CLK finds a new lease of life offered as the third release in their "Vintage" series with this car offered in the famous "D2" (50572) livery but with the natural developments in Ninco's technology such as the current NC-5 motor.

### **Getting Dirty**

With almost every area in the UK having experienced snow and ice over the last few weeks, there are two things you can't fail to notice on the roads; four wheel drive is a distinct advantage and cars get very dirty, very quickly! The next car on offer from Ninco, has both... permanent four-wheel-drive through the band and pulley system driven by the NC-7 Raider motor *and* "muddy effect" over the Nemesis Test Car 'Lightning' (50575) paintwork. This Lightning version includes a number of racing

components such as 3/32" axles, 17" EVO Hubs fitted with PKS tyres, alloy pulleys and soft (red) ProShock suspension.

Still on a dirty theme, the next car to get a "race effect" make-over is the Xlot Ferrari F430 Forato. First released last year in its clean guise (60005), this 1/28<sup>th</sup> scale race car is now available with "asphalt effect" (60010) simulating how the car might appear following a gruelling time trial around a twisty tarmac stage.

### **Back to the Eighties...**

The Porsche 934 is a popular classic rally car for a number of reasons, not least the fact that it has all round independent ProShock suspension which can be tailored to suit the type of circuit it is competing on. This model first appeared on the slot scene in 2004 and shares many of its components with its sister car, the 911. Between the two, there are a number of great liveries available and this one, the "Kenwood" (50573) sponsored French-blue livery of the car driven by Bernard Beguin during the fiercely competed WRC of the eighties, is a superb addition to the range.

### **Best of 2010?**

So what is your favourite car of product from Ninco during 2010? Let me know with a brief explanation why and you could win a brand new 2011 release. Your offerings can be sent directly via email ([ninconews@nscc.co.uk](mailto:ninconews@nscc.co.uk)) or if preferred, by post, care of the Editor (address details at front of Journal). Don't forget to include some pictures...

Finally, then I'd just like to say ...*Happy New Year to you all!*





**F**errari and Pininfarina revealed the 250LM at the 1963 Paris Motor Show. Aside from the generous appointments added by Pininfarina just before the show, the 250LM was very much like the Ferrari 250P with a roof.

The 250LM was successful for privately-entered racers around the world. A 250LM entered by the North American Racing Team won the 1965 24 Hours of Le Mans driven by Jochen Rindt and Masten Gregory. About 32 models were built in 1964 and 1965, with all but the first few powered by 3.3L 320hp engines,

though the name did not change with the increase in displacement. A fully independent double wishbone suspension was specified with rack and pinion steering and four wheel disc brakes. Ferrari had intended that the 250LM be homologated for racing as a Group 3 Grand Touring Car, however in April 1964 the FIA refused to do so as Ferrari had built considerably fewer than the required 100 units. The 250LM thus had to run as a Prototype until it was homologated as a Group 4 Sports Car for the 1966 season.

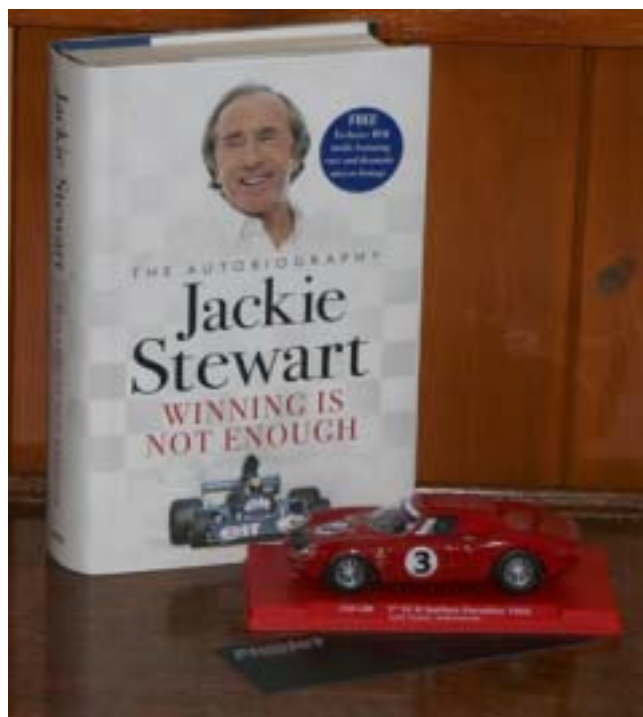
⇒





Corgi produced a red Ferrari Berlinetta 250 in February 1965. The original price was 6/3, I had one of these as a youngster and have always thought it one of the prettiest Ferraris. Fly produce various versions of the 250LM. The red car (F02102) from the FlySlot range resembles the car driven to victory by Jackie Stewart and Andy Buchanan in the 12 hour race at Surfers' Paradise 1965. I referred to the white Ferrari 250LM #170 (reference F02103) driven by Arthur Swanson and Robert Ennis in the 1966 Targa Florio in the November Journal, there is also a further red car F02101, representing car #27 which finished in sixth place in the 1965 Le Mans race driven by Dieter Spoerry and Armand Boller. Although it may be difficult to find one of these models the Ferrari enthusiast is well catered for by Fly at present.

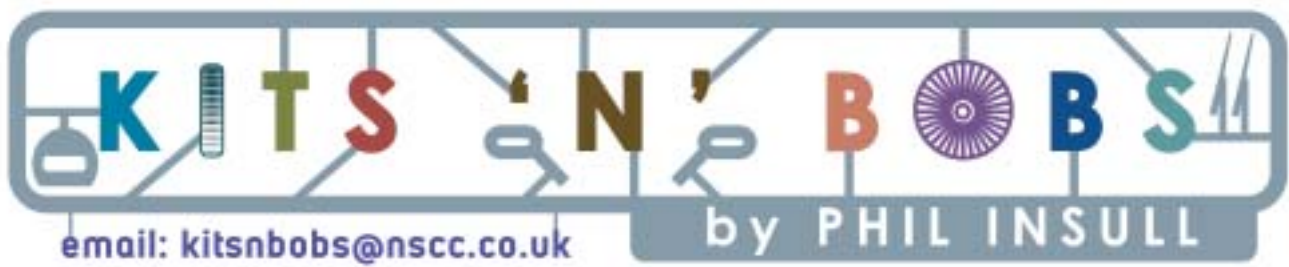
At £42.49 including post and packaging from Top Slots "N" Trains this model is considerably dearer than the Corgi model! Whilst there is no discount for NSCC members their price was much cheaper than I could find elsewhere. The model arrived in the post before the Christmas holidays in spite of the problems of the volume of parcels at that time. It was well packaged. Initial thoughts upon opening were that the red plinth poor choice for this colour car. There are neither lights nor spare braids, however the car is as you would expect from Fly well detailed, for example there is a tartan strip around the driver's helmet as worn by Jackie Stewart. The two wheel drive car with a magnet and sidewinder motor ran well on my home track without the need for adjustment, although



I am sure, if you are so inclined, it would be possible to make improvements. The photographs of the car taken apart show the simplicity of the construction.

I would recommend Sir Jackie Stewart's autobiography, "Winning is not Enough", to anyone who has not read it yet. The FlySlot website is still under construction at the time of writing (December). Updates from the UK supplier Guagemaster were also not possible due to the Christmas/New year break.

Finally then, I'd just like to say Happy New Year to everyone. ■



As promised last month I have built the Penelope Pitlane Lotus 24 which can be built with two different rear ends (both included in the kit) to produce either the BRM or Coventry Climax powered versions from the 1962 F1 season. I have gone for the #21 UDT-Laystall car driven by Innes Ireland although the kit comes with decals for a variety of BRP or Team Lotus entry variants. UDT-Laystall also ran as #6, #14, #23 and #34 during the 1962 season to my knowledge. The best results for the team was a 5<sup>th</sup> place for Ireland in the Climax powered car at South Africa and a 6<sup>th</sup> for Masten Gregory in the BRM powered version at Watkins Glen, the following year Ireland managed two 4<sup>th</sup> places in the Climax car however the tube framed Lotus 24 was no match for the monocoque chassis works Lotus 25s.

I have also completed the GT Models Morgan +4 however I have modified my kit by using a different drivers head as the kit I had came with a modern full face helmet to represent the car as it appears now in historic events. I did not therefore use the supplied white metal roll bars instead filling in the pre-drilled mounting



**Penelope Pitlane Lotus 24 BRM**

holes. The rest of the kit is however stock and utilises PRS wheels, with Slot.It mechanicals in GT's resin chassis. The reason for my modification was to produce Chris Lawrence's famous car TOK 258 as it appeared in 1961/2. However rather than produce the #29 version the finished 14<sup>th</sup> at Le Mans in '62 and won the GT2.0 class I decided to go for the #79 Brands Hatch Peco Trophy entry, where Lawrence again finished 13<sup>th</sup> this time winning the GT2.5 class. Again a wide variety of dark green Chris Lawrence / Pip



**Penelope Pitlane Lotus 24 Climax**



**GT Models Morgan Plus 4**



Arnold / Richard Shepherd varieties can be done using #26, #31, #32, #33, #37, #50 and #80. If you want to do something very different there is a white #30 Williamson / Forno car from Sebring '60 and dark blue #30 and #39 Rogers / Bailey entries from Sebring '61 and '62. In addition to the Morgan I have built GT Models Lancia D24 which is the subject of a full review article elsewhere in the Journal.

Last month I told also you about the two new releases from OCAR, the Alfa Romeo Giulietta Sprint saloon, MGA coupe these have also been finished as an obscure SCCA #41 entry and the #52 Ecurie Safety Fast car of Sears / Hedges that finished 12<sup>th</sup> overall and 4<sup>th</sup> in GT1.6 at Sebring in 1962 also available now is the OCAR Triumph Dolomite Sprint as the Andy Rouse BTC Championship winning Broadspeed entry from 1975. Before leaving the UK, I can tell you that Pendle Slot Racing have just released a new Austin Healey frogeye Sprite body kit and they also have available the RTR Top Slot Pegaso Z102 in both Spyder and Berlinetta versions.

Over in France and the current craze seems to be for Transporters with Proto Slot Kit announcing the upcoming CB60 Leyland



**PSK Leyland Cooper Cars Ltd. Transporter  
(Courtesy of Proto Slot Kit)**

Equipe Matra Gitanes and CB61 Leyland Cooper Cars Limited versions in both kit and RTR form. MMK /GMC have combined to produce the 1957 FIAT Bertolotti Transporter made famous by the Ferrari Team although again in both Kit and RTR form they are incredibly pricey. The MMK /GMC Gulf Transporter has been delayed in production but the Porsche 917LH to go with it is progressing and the 1969 Abarth 1000SP and a new Gulf Mirage GR8 #11 Le Mans winner 1975 should both be available in the UK by the time you read this.

Sticking with Limited Edition RTRs, ➡



**OCAR MGA and Alfa Romeo Giulietta**



**CURSA Models 1/24<sup>th</sup> scale Porsche 908/1  
(Courtesy of CURSA Models)**

Ostorero are now taking orders for their Gold Line Ferrari 156/85 depicting Michele Alboreto's 1985 Canadian G.P #27 machine and CURSA Models have produced a 1/24<sup>th</sup> scale Porsche 908/1 in the form of the Escuderia Montjuich 12 hours of Barcelona winner as driven by Fernandez/ Godia in 1969.

My good friend Milan at MTR32 has also been busy with three new releases these being the #30 MOMO sponsored Nissan NPT 91C driven by Moretti/ Bell/ John Paul Jnr. at Sebring 1993, #12 Escuderia Tibibado Porsche 908/3 driven by Torrederdermer/ Pla at Spa in 1974 and the #24 Argo Racing Lamborghini LP560-4 GT3 driven by Taxis/ Geipel during the 2010 FIA GT3 championship.

On to more mainstream RTRs and the

Slot.It Ca14b Nissan R390 GT1 #32 car which finished 3<sup>rd</sup> at Le Mans in 1998 along with the Limited Edition two car Chaparral 2E set depicting Hill and Hall finishing 1-2 at Laguna Seca should both be on the shelves by the time we go to print (A full review hopefully in next month's Forza Slot.It). NSR have a new version of their FIAT Abarth S2000 Rally depicting the 2010 #3 car of Rossetti in either angle-winder or In-Line form. NSR's 5 year anniversary set and Le Mans Winners set are also now available. Auto Art's popular 1953 Jaguar C Type has been restocked with good retailers and their new 1/24<sup>th</sup> Porsche 911 GT3 is also now available in the UK. Revell have three new liveries of existing models with the #6 Audi Sport Quattro of Mouton/ Pons from the 1984 Lombard RAC, the white #56 Ecurie France Shelby Cobra Daytona of Schlesser/ Simon that finished 12<sup>th</sup> at the Nurburgring 1,000Kms in 1965 (3<sup>rd</sup> in GT3.0) and the #50 Corvette Grand Sport which states Nassau 1963 meaning it could either be the car Penske finished 3<sup>rd</sup> in the Governors Trophy or the same car in which Thompson later finished 4<sup>th</sup> in the Nassau Trophy race.

Finally this month Slot Track Scenics have released their VIP guest figures so you can populate their Hospitality tent and BWA in Canada have released their new BW32012-093 scale 13" Aluminium hubs. ■



**MTR32 Nissan NPT91C (Courtesy of MTR32)**







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



Well needless to say my first thoughts on this first column of the year just have to be 'a very Happy New year to all the readers of this fine Journal!'

I do hope that Santa left you plenty of goodies but you managed to save some of your stash to be buy lots and lots of slotcars. And with Carrera slotcars you probably have the best value slotcars on the UK market. These latest releases should be with your retailers right now so form an orderly queue.

### **All hail the King**

For the fans of 'Yank Tanks', which incidentally includes me, the release of the Plymouth Fury #43 (CA27329) and Dodge Charger SRT8 (CA27331) both in baby blue with the iconic



#43 race number of 'King' Richard Petty will be a cause for celebration. The 1960 Fury features those huge tail fins which although only examples of excessive Detroit styling the rumour has it may have actually gave extra stability at the 140 MPH+ these early NASCARs were capable of. The 21<sup>st</sup> century Dodge SRT8 is a





fantasy livery but none the less collectable for all that.

### **Hmmm, Red or Yellow, which to choose?**



With Carrera having secured the sole license for Ferrari slotcars the appearance of the 458 Italia in Rosso Red and Gallio Fly Yellow respectively (CA27342 and CA27343) are guaranteed a very appreciative audience. A review by my alter ego, Tifosi, will follow soon.



### **The 1960s never end**

The 'Titans of Racing' set (C23607) will be BIG news for lovers of classic American Muscle as this Digital 124 set includes the highly modified Chevrolet Corvette AND a Cheetah, one of the most collectable of 1960s GT cars.

### **The F1 2010 season rerun**

Finally if the Ferrari versus Red Bull Evolution 132 set last month did not get you reaching for your wallets what about CA25170 'Formula 1 competition' featuring 5.3 metres of track, Jenson Button's McLaren and Fernando Alonso's F1 Ferrari? So let's begin practising for the 2011 season! ■

# GT Models Lancia D24 Review

By Phil Insull

George Turner of GT Models is renowned in the worlds of model building for his figures, boat kits, aircraft, railway and of course cars having produced many masters over the years for companies such as Matchbox, Lledo and Corgi. In recent times George has turned his talents to our world of 1/32<sup>nd</sup> Slot Cars and has produced a range of excellent high quality resin kits. Unlike many resin manufacturers GT Models kits include a resin chassis for each model along with the body shell, interior, and in many cases cast metal detailing parts. While the racers among you may prefer to fabricate or use a brass or PCB chassis I can say that I used GT Models standard chassis in my A35 and Imp at the recent Wolves Classic Saloon meeting and beat a number of cars in my class that were using metal chassis, so they can certainly be made to perform pretty competitively.

The D24 kit comes with a crisply moulded body shell, two part chassis, driver figure, cockpit section, lights, white metal side exhausts, screen body screws and decals. Designed to take a Mabuchi style can motor I chose to use a PSR standard motor with Scalextric pinion, black 27 tooth Slot.It guide, NSR braids, PSR 40mm axle blanks, Scalextric nylon bearings and

Penelope Pitlane wheels with wire inserts and PSR classic tyres. Having trimmed off any moulding flash (very little) and washed and lightly wet and dried the resin parts I sprayed them with grey Acrylic primer. Next the chassis was sprayed flat black, but to get the hand finished 50s look for the body I used a size 2 brush and hand painted three coats of Revell Aquacolor #331 Purple Red. I feel that too many cars in museums and at vintage meetings these days look too pristine, most having been stripped down to metal and repainted using modern autoclave techniques. Contemporary pictures from the period show cars like these to have often been hastily painted and repaired and re-painted and the finish I wanted to achieve was only possible by hand brushing using lightly thinned acrylic paint. Once painted and assembled, decals were applied and then two coats of Johnson's Klear hand brushed over to provide protection to the paint and decals.

The D24 was raced by the Lancia works in 1953-4 with famous victories for Fangio in the 1953 Carrera Panamericana and Ascari's in the 1954 Mille Miglia, however the most successful driver of the D24 was Piero Taruffi with wins in the 1954 Giro Di Sicilia, Targa Florio, Copa



D24 Chassis assembled



D24 front view



**D24 rear view**

D'Oro Di Siracusa and Catania/Etna races along with a second place with Fangio in the Tourist Trophy. The car I have chosen to model is the "Silver Fox's" #76 Targa Florio winning machine, hence the choice of purple red body colour as opposed to the brighter red used in some other races, although GT Models have done a number of slight body variations and decal sets so let them know which car you want to build unless you want to search through the spare decals box. The D24 would surely have continued on successfully into 1955 and beyond had Lancia not had to sell the cars in order to fund his expensive formula one project, which ultimately led to his financial ruin. The D24 had followed on from the earlier D23 which while visually quite similar can be distinguished apart

as the D24 has a short bonnet air intake as opposed to the D23's full length one and the D24 has the wider radiator grille, where the D23's is much narrower.

Fine details abound on the D24 with the excellent white metal side pipes, crisp radiator moulding, correctly positioned and proportioned intakes, vents mirror cowl and lights. The cockpit unit and driver are very neat, alas most is hidden inside the car once assembled, and the three double spoke steering wheel is accurate (an item often overlooked by manufacturers). The windscreen is a tall aero type with a gentle curvature and sits perfectly against the bottom screen support without and need for bending, a thin bead of canopy glue or clear drying pva is sufficient to fix it down. The clear moulded headlight lenses also require a small bead of clear pva to fit them into place, but remember to paint the headlight surrounds and reflectors before you attach the lenses.

On to the International track at Wolverhampton and rather unsurprisingly performance was stately rather than exciting, partly due to my unwillingness to risk any damage to my precious car and partly due to my choice of stock motor and tyres, and for those of you who run on steel rail tracks there is an easy option to secure a circular magnet in the holder just behind the motor and it will then corner like it's on rails. The best lap on our copper taped⇒⇒



**D24 side view**





### **D24 top view**

routed track was around ten and a half seconds which certainly isn't bad considering my choice of running gear, and I did manage some twenty

odd laps without one single off. The D24 could easily be made to go quicker with hotter motor and Ortman or NSR tyres but it just looked so beautiful drifting with the tail slightly out. This really is a quality model of an elegant car and very easy to build a good choice whether it's your first attempt at a slotcar kit or your thousandth and very good value for money.

Finally to save me having to answer loads of emails here are GT Models contact details Ga.turner@hotmail.co.uk or telephone 01702-291716 just remember to please be patient as like so many specialist resin manufacturers George has to do everything himself including answering emails and the phone. ■

# 12th NSCC/Hornby Ramsgate Weekend

By Thera Brok

So on Friday morning we headed to Dunkerque from our home in Holland to take the ferry over to England, where we were to participate in, what was to become a really wonderful weekend.

Upon arriving at the Pegwell Bay hotel we checked in and firstly visited our room before going downstairs to the function room, where the Committee of the NSCC, their wives and of course Paul Yates were busy setting up three tracks which were to be used as the basis for the weekend's planned racing. One track was the historic Scalextric rubber track which did prove difficult to assemble, in particular to connect the parts of the lanes together and was ultimately there to demonstrate the "joys" of the early Scalextric years. The second track was to be used for the team racing and consisted of a large Sport Digital track with Pitlane and drive through area, six super resistant Porsche cars (and later Adrian Norman providing some harsh but fair race control). Finally, the third one consisted of a four lane Scalextric Classic analogue track with six pitlanes, Some Start rally cars and some race management software to ensure fair play, all supplied by Shaun



**The rubber track proved a novel introduction to the origins of Scalextric for some**

Bennett. There was still a lot of work to do and after lending a hand and helping complete the setting up, we went over to the adjacent pub to have a meal and join some of the other attendees of the weekend, of course some of the greatest fun is always meeting the people you don't know and of course catching up again with the ones you do at an event such as this.

The next morning we were briefed about the rules of racing, scoring and how the



**Yes we had snow as well, it all added to the festive feel of the weekend**



**The "Start" rally cars proved very reliable and robust for the weekend racing**



**The four lane Classic track saw some almost serious racing over the weekend**

weekend was to be run and of course introduced to our fellow team members. There were twelve groups of five people in each team with the ultimate aim of achieving the most laps per race and ensuring every member had an equal session. It really did come down to team work in our group. As having two ladies who drove like ladies (not too fast and being far too polite to the other racers) it was thus left to the gents to make up for the lost laps! And I must say they did great. Everyone appeared to be enjoying the first session with everyone smiling and some friendly banter being exchanged. After the coffee break half of the teams went to the Hornby Visitors Centre at the factory in Margate. This was organised by the NSCC with a complimentary bus to take us there and Hornby kindly allowing



**The digital track proved a challenge especially with six cars competing for 1st place**



**See we were celebrating our 30th year!**

the free admission. Whilst half of the teams were there, the other remaining teams continued with the racing.

At lunch we all met up again and had a great meal with some good English beer! After lunch, all teams raced again for the first afternoon session before the second half of the attendees went to the factory for the tour. I went with two of the Committee members



**Mr Norman was having no nonsense from the drivers competing on the digital track this year!**







**A very nice “one off” looking for a new home**

presented with his very own “one off” engraved wine goblet as a thankyou for all his efforts and work assisting the Club over the last year.

There was a auction and a raffle for charity. Tina Cornell had painted three beautiful pictures which had everything to do with Scalextric, one being the artwork from the James Bond set of the ‘60s, the other being the box artwork of a grandstand and the third being a copy of the 2nd edition Scalextric catalogue cover. These were auctioned to raise money (nearly £300) for the staff of the hospital

(Addenbrookes) for people with cancer, of which Tina had been involved in through her own experiences. After that we went on with the raffle and some Wonderful items were given away, many of which were kindly donated by Hornby, The NSCC and the SLN. Finally after the auction people relaxed and chatted whilst live music was provided by a guitarist again organised and paid for by the NSCC.

The next day and racing was to commence at 9.30, but it was clear that some people had



**Prototype Alfa anyone?**



**Tina's original artwork of the 2nd edition Sclextric Catalogue**





**There was plenty to see at the Hornby Visitors Centre, well worth the trip**

been partying perhaps a bit too hard the night before. However despite this they managed to continue racing with the same enthusiasm as the day before and soon hangovers and headaches were forgotten. At lunch we had I believe what we in the Netherlands would call “Sundaymeal”, which consisted of roast beef, potatoes, vegetables



**The Ladies race, which was a real demonstration of slot car control!**

and of course Yorkshire pudding. Well in Holland pudding is like a custard so you can imagine the surprise we got when we found out it was actually a batter based item cooked in an oven. Anyhow it was again a wonderful meal and everyone appeared to be satisfied.

After lunch we went straight on to the ladies race. Trish, Sandi and Samantha, the better halves of Andy Smith, Stephen Barber and Andy Carmichael had suitably decorated six McLaren Mercedes in the style of the 1980s, some thirty years ago, these included themes such as punk, anarchy, pop and also plenty of glitz and feathers! Jane Haystead won the final and was duly presented with a lovely , very heavy plate and a Hamilton McLaren.

The winning team on the weekend was⇒



**I'm sure I had those when I was a kid, better check the loft out!**



### **Some did say that this was an unpleasant end for a McLaren Mercedes**

also presented with a Hamilton McLaren each and the honours went to Team Virgin, captained by Andy Smith.

The finale then to the weekend was the charity auction, including prototype body shells, cars and artwork again kindly donated by Hornby with the proceeds going to Hornby's nominated charity, which I believe is the Toy Trust. The auction which included many rare and special items from Scalextric meant the bidding was brisk. There were many a happy face plus plenty of shaking heads as some saw the prices exceed their limits but overall the auction was a great success and raised in excess of £ 5,000 for charity. I must say, maybe if Andy

Carmichael cannot continue his work within the police force in the future, he could consider a career at Sotheby's, of course aided by his glamorous assistant, Andy Smith!

Prior to us departing, there was one last presentation to be made and that was to Stephen Barber who received the trophy presented for the member or members who contributed the most to the weekend, it was an unusual presentation to be made as Stephen is a Committee member, however it was felt that without his input this year the weekend and indeed this years Club car would not have happened so it was felt right and proper by the other Committee members that Stephen should receive this award.



**What will you bid for this glamorous assistant?**



**And we all got a weekend car to go home with plus some great memories**





### One of Tina Cornell's superb paintings auctioned on behalf of Addenbrookes staff

So it was regrettably time to now leave, the ferry would not wait for us. So we settled up, collected our special weekend car and said our goodbyes to those we had met, but of course we hope to see lots of those lovely people again next year at the various swapmeets and of course at the planned big event in Gaydon.

This years Ramsgate weekend was wonderful, it was perfectly organised by the whole NSCC Committee, their spouses and of course the slotcar customers, racers and collectors who carried this event to I believe a new and better level. The contacts made, the humour, the commitment to the racing teams and to each other plus the relaxed atmosphere were superb, a weekend to remember. Thank you so much NSCC and all attendees, we Dutchies loved every bit of it.

Finally, I would like to take this opportunity to also thank those of you who, not only are



**Sorry, I just can't say a big enough thankyou,  
no really I can't, I've lost my voice!**



### The Thank you letter from Addenbrooke's

members of the NSCC but also joined the SLN, the Dutch Scalextric Enthusiast Club for your support over the last year plus a big thankyou to Dave Chang, Peter Simpson, Robin Clark and Karl Cornell for the photographs of the weekend kindly reproduced here, so until the next big NSCC event in 2011, best wishes. ■

# A Club Car is Born - The NSCC Jaguar

**By Stephen Barber**

The Jaguar XKR GT3 which the Club has commissioned from Hornby has been enthusiastically received by all who have ordered one, but for those of you who have not yet seen one, I thought that some decent photographs, a description and an account of how the car and its packaging came to be produced would make an interesting story.

We had started discussing what to do about a car for our impending 30th Anniversary back in early 2009, but not much progress was made until the autumn of 2009. Following an initial misunderstanding over which manufacturer to approach, the majority of the Committee had decided that we wanted to go for a Scalextric model as our 30th Anniversary car, so an initial approach was made to Adrian Norman to discover what might be possible.

From the outset, we wanted to pay due respect to the Club's heritage: the NSCC, the National Scalextric Collectors Club, was founded when thirty or so Scalextric enthusiasts got together in 1980 to form a club for like-minded people. And since the Club's origins were primarily centred on collecting Scalextric cars – and the very first unique NSCC club car that was commissioned by the Club was a red

Scalextric Alfa Romeo – it seemed only natural that we should approach Hornby for a modern Scalextric car to celebrate our 30th Anniversary.

Furthermore, since the Scalextric brand is the one with which the Club has had the longest association we have in addition also always enjoyed a close relationship with Scalextric since the Club's inception.

Of the available models, we decided that the Jaguar XKR GT3 fitted the bill best; it is a dynamic looking car, and had not been “done to death” by being offered in a large number of reliveries; furthermore, it was one of the most recent models from the Scalextric range and it was also a model of a contemporary car that reflects British motorsport heritage. So the Jaguar XKR GT3 was an obvious choice.

The petrolheads amongst the membership will know that the full-sized racing car first appeared in early 2007; it had a 4.2 litre supercharged 90° V8, fuel- injected engine which produced 475bhp, driving the rear wheels through a 6-speed sequential gearbox. Hornby's first model of it duly appeared in the 2009 catalogue, following on the heels of the Jaguar XKRS, which was launched towards the end of 2006.

The majority of the Committee had an initial exploratory meeting with Adrian Norman at the end of the Orpington swapmeet on November 15th 2009, at which we discussed numbers, the design for the livery, a delivery date and cost implications. Ideas were sent backwards and forwards, with everybody having their say until we arrived at a consensus. A figure of 750 cars was decided upon, to reflect the fact that we had a membership of 850+ and rising; of course, not everybody would be likely to order a car (and we'd discovered from the experience of the Jaguar XJ220 we'd produced to celebrate the 200th edition of the NSCC Journal, that actually, you can't even give a free car away –





somebody will decline the offer) but we felt that we had to go for 750, otherwise, for example, had we chosen a run of 500, then considerably more than 300 members might reasonably ask why they had been left out of the equation.

By now it was approaching mid December, and we were anxious to close the deal and ask Hornby for an invoice, so that we could take advantage of the then VAT level of 15%. I called Adrian Norman, who said that he had some bad news for us: namely, that some people at Hornby were now saying that they had to adopt a new policy of a minimum order of 1,500 cars, and we could no longer have 750 cars. This was devastating news, not least because quite apart from the fact that we would be very unlikely to sell 1,500 cars, the Club simply did not have the resources to pay for this number of cars. The date by now was Thursday December 17th and we were left in a quandary: what do we do, approach another manufacturer? I established that day that we were able to approach Ninco via Peter Solari, but were reluctant to do so because we were concerned at members' possible reaction to being offered another Ninco car straight after 2009's Lotus Exige, as magnificent and well received as that had been. We wondered about approaching other manufacturers, whilst I meanwhile sat down in my workshop (I'm self employed) metaphorically scratching my head mostly getting only splinters pondering what to do. I resolved that I would write Hornby what would effectively be a 'begging letter', and plead with



them to reconsider, and I duly sat down at the keyboard and drafted an email to Adrian Norman. I told the other members of the Committee and although they thought it was a nice idea, they believed that it was probably a waste of time which would be ignored by the powers that be at Hornby, and simply thrown in the bin.

On the principle of "If you don't ask, you don't get", I edited, re-drafted and fine tuned the letter, and sent it as an email to Adrian Norman at 5pm on Thursday the 17th. I referred to recent conversations we'd had going back to October 13th, and implored Adrian to pass the message to the powers that be at Hornby, in the perhaps forlorn hope that a change of heart might result. To my delighted surprise, he came back to me the following morning, the Friday and said that there might yet be an exception made to the new policy: Adrian had passed the message to Frank Martin, who had read it and decided that my request on behalf of the Club should be properly considered and a special board meeting to do so had been convened for the following Thursday, the 23rd two days before Christmas. Adrian emailed me at 11.45am that day, the 23rd of December, to say that approval had been given, by a hair's breadth. The 'begging letter' had clearly worked, and I spread the good news to the rest of the Committee; Adrian had asked us not to tell anybody about the deal until he had done so, which he would set about doing once he was back at work on January 4th. We didn't get Hornby to agree to make a box for us, but the main thing was that we knew we





⇒had the car in the bag; production was predicted for sometime in August, and although it was felt very unlikely from the outset that we would have the car for either the Donington event on May 23rd (very unlikely) or even the Brooklands event of August 8th, we crossed our fingers (and everything else) that at least we would get the car in time for the Milton Keynes swapmeet of September 12th, and meanwhile we concentrated on getting the special box made.

We had wanted to present the Jaguar in a cardboard box similar to that used by Hornby for the then current Lewis Hamilton car and the 50th Anniversary of the Mini; we knew we'd have to look elsewhere, and an approach was made to Paul Menuge, who had been making replica 1960s Scalextric boxes of a very high quality. We had meetings with Paul, and having seen the first prototype with Jeremy, the Editor, I asked Paul about having a black flocked base; as far as I was aware, nobody had offered a slotcar presented on a black flocked base before, and I was certain that it would make the nice shiny new Jaguar stand out, and showcase it very nicely. We also decided to on a few minor changes to the colour and placing of some of the lettering. A second prototype was duly produced, and we signed it off and the box went into production in China (we wondered at a certain point if the box was being made at the other end of town to the car but we'll probably never know for certain).

Next came the nasty bit: waiting for the box and the car to appear. I received news from Paul Menuge that the box would arrive on Thursday, September 9th. We'd already decided to hire a storage container on a farm near Brands Hatch to store the cars and boxes when they arrived (none of us has the space for this at home, so we had to find somewhere practical, safe and cheap). The farmer is an old friend, and his house is 20 metres from the containers, and he has two mad dogs; so we'd found a safe, reliable location (the farm is also almost impossible to find, even with 'Twat-Nav', as Jeremy and Shaun subsequently discovered, so the NSCC's precious cargo would be safely hidden from

prying eyes whilst it needed to be kept in storage). I drove down to the farm to meet the truck, which reversed right up to the container, and no less than 52 boxes appeared. So far, so good; but no car yet.

Adrian had said the mythical 'slow boat from China' had been delayed, and the original delivery date for late August was now the 10th of September – 'probably'. Aaarrgghh!!!! He said he would call Jeremy and myself on the following morning – the Friday – between 9 and 9.30, and if – a big 'if', possibly – the cars had arrived overnight, we'd have to get down there PDQ to collect them before 12.30, when Hornby close for the weekend. At 8.40 on that Friday morning, Adrian called me, and said, in words probably etched forever in my mind: "Erm . . . you know that Hornby can sometimes cock things up?" At this point, I was just about to go into a Blackadder routine, and do the "Baldrick, you b . . . . " on him, when he said: "Well, they've got it right and done us proud, the cars are here, so you'd better get down here fast!" After profusely thanking Adrian and apologising for calling him Baldrick, I called Jeremy, and he set off. As Sandi and I drove through Lewisham, in deepest, darkest "Sarff" East London, Jeremy called to say he was already at the Little Chav (sorry, Little Chef) past Canterbury on the A299 where we'd planned to meet on route; I never dared ask him how fast he'd driven to do that from Epsom, but we were all clearly on a roll, Jeremy particularly so. Twat-Nav (well, an iPhone) let us down at the last moment, by directing us to a nearby B&Q. Once we'd called a baffled Adrian Norman to ask where he was (and cause much laughter by





telling him where we were) we finally got to the loading-bay at Hornby's Westwood factory, where Jeremy was already furiously shoving boxes of Jaguars into his Saab estate. After ten minutes of mad car-stuffing, the two vehicles, his Saab and our Alhambra 7-seater (minus its rear 5 seats) were stuffed to the extent that we drove off with Sandi sitting holding one of the boxes.

We decided to drive to the nearby Pegwell Bay Hotel for a much earned lunch and sat there contemplating how close a call it had all been, and looking forward to the next time we'd be there in the hotel's bar, at the NSCC / Hornby Weekend.

Meanwhile, Peter Solari was organising the production of the Limited Edition, numbered plastic 'credit card'-style cards which would be given out with the cars, and he said we'd have them by the MK swapmeet. I sat down and wrote most of the text for the booklet which we'd discussed having printed to accompany the Jaguar, the idea being that we'd gather together



and publish for the first time in a dedicated booklet a complete, illustrated account of all of the NSCC cars, the 'Weekend' cars and the cars the Club has produced for its members over the years. Mark Raine had photographed most of the cars the NSCC had produced for sale to the general membership, and Andy Smith and I had sat down in his living room one Saturday in May and photographed the rest, using a makeshift 'studio cove' I'd made from a large A3 sheet of white cartridge paper; all this an hour before his partner Trish's 50th birthday party was due to start . . . what a blessing to have an understanding and supportive partner. We raided the cars from the Club's archive for this purpose and with neither of us being an SCX collector, we had fun working out how to remove the unloved muddy Skoda from its plinth. Meanwhile, Karl Cornell and Shaun Bennett (Numpty and Spod to those who may recall Karl's wife Tina writing about their Scalextric obsessions in a previous NSCC Journal) were delving through old⇒

NSCC newsletters and Journals to add tons of precious and important detail to what I'd written about the early cars. Jeremy somehow managed to get the artwork done, despite what looked like an impossible deadline, and the booklet was produced. Andy Smith collected the booklets from the printer on the same day the boxes had arrived and we decided it was best that he bring them with him to MK and we'd assemble the packages, as it were, on the day. The Saturday before the swapmeet saw myself, Sandi, Shaun Bennett, Jackie (a print finisher who works for Paul) and Paul's son Craig swapping cars from the crystal cases into the special NSCC presentation boxes. The weather was mostly kind to us, but we still only managed between the five of us to swap over some 200 cars. But that was enough to take to Milton Keynes the following morning, bright and early . . . We got there at 9am to be greeted by Andy Smith with a large and heavy box of the special booklets.

The whole saga and all of the effort was made worthwhile when the first box + car + booklet + LE card were sitting there on the NSCC table at Milton Keynes that Sunday morning; Peter Solari was delayed by traffic on



the M1, so we had a final heart in mouth moment waiting for him to arrive with the cards. More than 80 members collected their Jaguars at Milton Keynes, and others have been posted out since. It really is a smashing car, Mark Raine's fantastic images of it which accompany this article show that very well, and I hope that those of you who haven't seen the car in the flesh before, or have only seen mock up images of it, will be tempted to buy one. I still look at it on a daily basis, and I hope you'll forgive me and indulge the pride with which I view it. It has been a lot of work by many people to bring this project to fruition, and I hope that the cars find pride of place in many members' collections. ■







## Ref. 63970 - Seat 850 #42 Zanini Racing By John Penfold

The original SEAT 850 was a car based upon the Fiat 850. It was only available with the same 2-door sedan body as used in Italy. There were two different 4-door versions which also appeared in 1967, the first one being the very rare *corto* (short), which used the bodywork developed by Francis Lombardi for the Fiat 850 “Lucciola”, while the *largo* (long) version used a floorpan lengthened by 15 cm and bodywork developed specifically by SEAT. The car was produced in Spain from April 1966 to 1974 and it was quite popular during that time.

The Coupé and Spider versions of the Fiat 850 were also available as SEATs, although they were never exported. The Sport Coupé and Spider versions were equipped with a 52 PS 903 cc engine, whereas sedans and the standard coupé received 843 cc engines with either 37 or 47 PS (27 or 35 kW). After Fiat 850 production ceased in 1972, the SEAT version was sold in European countries through Fiat dealers for a couple of years. These cars had a Fiat badge which had “costruzione SEAT” underneath it. At the 1971 Paris Motor Salon, the 850 *Especial Lujo* (Special deLuxe) was launched, only available with the 4-door *largo* body. Production ended in late 1974, having been replaced by the SEAT 133, essentially an 850 rebodied in the style of the 127.

The SEAT 850 participated in the III Rally

del Ripolles in 1981 under the Zanini-Racing team, who were based around the famous Spanish rally driver, Antonio Zanini from the 1970s, who himself raced many Fiats and Seats throughout his career, and the car won it's class in the championship of this year.

SCX has chosen this decoration as the beige colour was very common in all the SEAT cars of the era and from the pictures it would appear to be a very near representation of the real car.

Onto the SCX version then, well as someone who has only a few SCX cars in their collection I am impressed. As is the norm for SCX the car is presented in the square crystal case, mounted at an angle and held in place with a plastic screw, easily removed with a coin and thus the car can then be released. For such a small car there is considerable detail. The tampo printing of each sponsor is particularly clear and I am very impressed with the “Paddock Motors” on the windscreen and the actual manufacturers badges front and rear.

The windscreen and windows are nicely picked out in silver to represent the chrome surround/ seal strip of the time (remember it always use to corrode!), wipers, bumpers, rear light surrounds and front spot lights (with covers





on) are also nicely picked out separately in chrome, whilst the door handles and engine hinges are painted in silver onto the body.

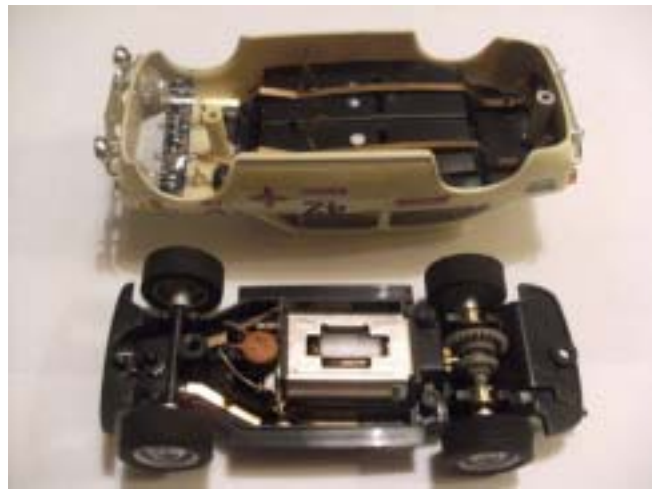
The front and rear lights are very nicely detailed and even have the lense patterns on them!

Internally, and things are a bit of a let down, perhaps representative of the real car, but you have a roll cage, seats, dash board, steering wheel etc all in black with no further detail and the driver and co-driver appear to be a bit plastic looking, still at least they do have different coloured overalls. Wheels are again picked out in silver to represent the steel wheels of the era and are fitted with treaded tyres.

After separating the chassis from the body there is little to report, all being fairly standard SCX fair as can be seen in the photograph accompanying this article, for the techies out there the facts and figures are as follows:

Wheelbase: 64mm

Rear wheel diameter: 18mm



Length: 106mm

Track: 45mm

Motor: RX-44 with ratio of  $9/27=3$

Overall Weight: 70g

Xenon effect headlights (and rear lights), self centre guide and adjustable magnets as standard.

So onto the track then for what promises to be some fun I hope. I have heard that these small SCX cars can be very entertaining particularly without magnets, so here goes.

The track, a digital Scalextric Sport track in analogue mode was used as the basis for the review and the car was run straight out of the box with no modification other than a bit of lubrication half way through as a result of some running in. Firstly the magnet was kept in and the car was pretty nippy if not a bit dull. Regular laps were being achieved of around 12 to 13seconds, so this car in its standard form is unlikely to break any records, but I must emphasise is great fun just to watch going round the track. ➡➡







Once the magnet was removed though the car became so much more enjoyable, whilst the times didn't improve dramatically the fun element increased considerably with some nice tail out slides, which given the overall size of the car I was surprised could be achieved without regular deslotting, I wonder if this car could be tuned up, one to consider for the future perhaps?

Finally, then in summary, I think it's a great little car, I suppose like its real life counterpart

this model is full of character and some fun can be had racing it, although you probably won't be breaking records unless it has been modified. So well done to SCX for producing this model and my thanks to them and the Editor for allowing me to review it for the Journal. ■



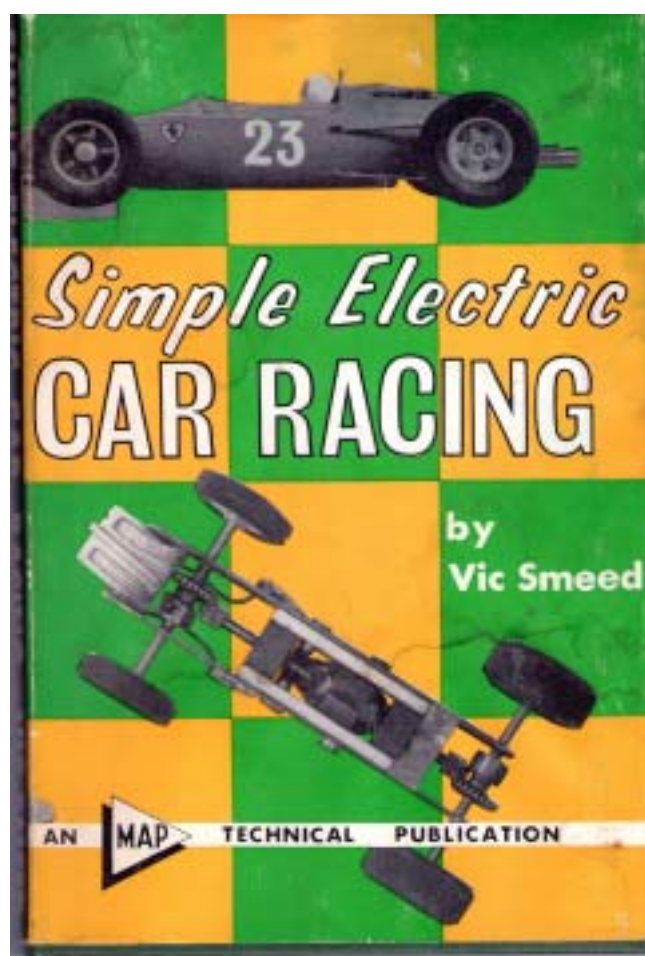
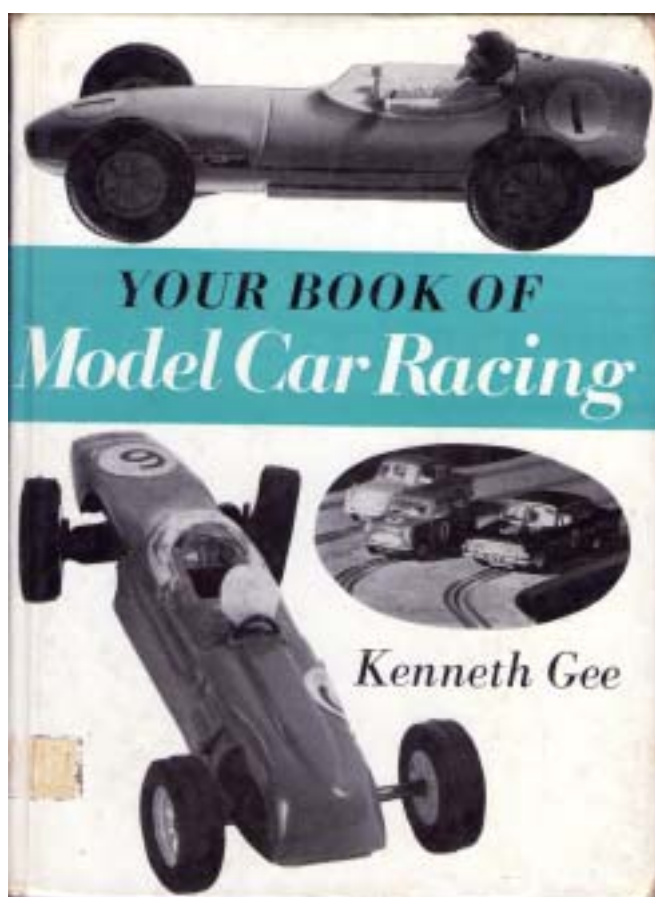




Sir,  
 Prompted by David Bates' review of Slot Car Racing by Phil Drackett, I got my copy off the shelf and had a quick read of it. This book was one of several around at this time and two books worthy of mention are "Your book of model car racing" by Kenneth Gee and "simple electric car racing" by Vic Smeed. Both were published in 1965 and contain great black and white slotcar racing photographs of the era.

Gee's book is probably aimed at the younger reader and contains information about school tracks. A local junior school here in Portsmouth was lucky enough to have a slot car nut as a

teacher and hence a school track. The text isn't really up to much but it's a nice piece of slotcar history.



Smeed's book is more technical and is useful today for identifying old motors from the excellent technical drawings in it. The book is very small and fits easily into the anorak pocket. Both books and Phil Drackett's book often are available on [abebooks.com](http://abebooks.com).

I am, yours etc,  
 Cedric Whiting

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

Happy New Year to you and I hope you got something nice slot related for Christmas even if you had to get it yourself, as I know many of us do treat ourselves at this time of year! Well I must start with stating this will be the last year that I will do the column as my new work commitments have meant I am increasingly finding it harder to find the time to compile the column in the way I want to, but if anyone wants to take on the column sooner rather than later, that will be fine by me in order for a smooth handover. I am more than willing to help in the changeover period to get you started, so, how about it? There were two volunteers doing it in the past to spread the work load and maybe that could be the new direction for the column to go? However as an extra this month I have compiled all the listings that I have referenced in the column this month in one handy Excel spreadsheet so you can see the front pictures of the listing and click on the details easily as per the NSCC weekend eBay quiz. If you want to be emailed a copy (sorry emails only), just drop me a line and if there is enough interest I could issue this on a monthly basis timed to arrive with the Journal. Any takers, or objectors? Anyway back to the eBay news that hopefully you want to read, and the main trend this month has been that there were some 18,000 listings at the beginning of the month, thanks to a couple of free listing weekends, which then dropped off steadily to only 12,000 by the turn of the year. Whilst there seems to be to me some price firming up on certain items as you will see below, it does seem quieter to me than last year on the less specialised items.

### **Following on....**

Pit boards remained on the radar this month with a Maserati one fetching half the price of last month at £19 with a Lister-Jaguar just topping

that at £23 on Boxing Day. A Bentley one fetched a more modest £14.55 on Christmas Eve. Astoundingly another 4 Lane World Championship set made £200 on the Thursday after Christmas. (130468269604) The same seller also had some joy selling a couple of PT55 half inner curves for £23.10 on New Years Eve and two other pairs at £16 and £19 on previous days that same week. I don't think the seller would have got that price at the Swindon swapmeet the following Sunday do you? New Years Eve saw another of the sets go for £175 Bin and I can only think buyers are getting confused with the 4 lane Digital World Championship set of the same name surely?

### **Bond**

On to Bond then and there was a very nice set described as Mint/Boxed, though I think a very picky buyer may have disagreed but I don't think you could get much better. Listed at £4,000 BIN (Buy It Now) it did not have any takers and has been relisted at £3,900 currently at time of writing. Check out 150539531790 to view this set. It will be interesting to report what the other nice set currently on auction fetches next month. Moving on to newer and cheaper Bond sets then and the very recently released latest Bond set C1254 was snapped up just before Christmas for best offer price of £60 and £65 with only £6.50 P&P which seemed rather a bargain. (120661900281) Despite the attraction of the sales there were still bidders eyeing the sales on eBay with several buyers liking the look of a Bond Baddie on the green embankment on the Bank holiday Monday lunchtime and chasing it up to £52.50. (German seller 190481974843).

### **Lotus etc.**

I mentioned last year about the popularity of

the Lotus 49 from Scalextric and the festive prices realised seem to have taken a turn upwards with the red and gold Gold Leaf version making the £100 mark if you included P&P on several occasions, and a green #7 topped the £100 mark excluding P&P. With the latest blue release C3092 making £35+ for UK sellers maybe this is one car to grab sooner rather than later. On a festive winter theme there was a Scalextric snow Ferrari P4 that went through unsold at £185 on the Monday morning before Christmas. I do know it has since been sold but the interesting thing to note was that the seller picked it up as a free extra item off an ex journalist after responding to an ad in a local shop for a drift set! Why have I not had that luck yet!

TV towers have proved not quite as popular this month though an unboxed nice complete example made £117 on Sunday night (180604403183) and a plastic base one £62 on Tuesday night. Incidentally for those who like their detail scenery there is one seller listing TV field equipment in 1/35 scale that looks superb. Check out 150539883767, though do bear in mind that it is supplied as a resin kit and has to be painted. Lastly a couple of Slot It specials caught my eye this month. A Porsche 956K Warsteiner blue livery 2010 Euro Championship car attracted fierce bidding and made £227.22 on Tuesday lunchtime after Christmas (150537131334) whereas another one made a more realistic £161 the week before. From the same seller was a 2010 Spanish Championship Ferrari F40 with 2 examples making £145 and £181 just after Christmas. (150536102318) However, a 2009 F40 Championship car at £350 BIN from another seller was proving too much for buyers at time of writing. (390276806102) Attracting some attention though was the Japanese pit Babes in the Quattro boxes where a green NSX fetched the top money of £82. (180603590400) The rest of the set fetched a more realistic but still good £36 to £51 each.

Prices as listed and spelt on UK eBay unless stated, with the time and auction ending day. Vintage Scalextric C82 Lotus - Body Complete £26.50 (Bagged blue body on Monday night

280608786173)

REVELL RACEWAYS SLOT CAR CATALOGUE AND PRICE LIST £16 (Looked like 1963 from price list on Wednesday night 400178641548)

TRIANG SCALEXTRIC JAMES BOND 007 ASTON MARTIN DB5 £460.90 (Nice example with couple of minor faults on Sunday night 160523573513)

Cox NIB Cheetah Bill Thomas Authorized 1/24 Custom Slot \$585 (some frantic bidding on Christmas Eve from US seller with item shown on UK eBay as well 150535407614)

Scalextric NSCC JAGUAR XKR GT 2010 Limited Edition NMIB £67.50 (Sunday night. Why not join the club and buy one? 190478171978)

SCALEXTRIC VINTAGE C043 McLAREN M9 FORMULA 1 – RARE £160 (Yellow boxed car on Sunday night 200553162751. Blue one from same seller made £186.51)

RARE Scalextric MONOPLAZA F1 Especial DHL H2948B MB. £171.03 (Sunday night 270675096688)

PORSHCE GT3R LUC ALPHAND NO:74 SHELL £8.27 (Sunday night 280599554081)

Vintage 1960 Tri-ang Scalextric Catalogue & Price List £40 (number 1 catalogue folded and well used on Wednesday afternoon 150526112931)

Vintage Scalextric A/206 CAR NAME BOARDS X6 USED £28 (Bentley, Lister-Jaguar, BRM, Lotus, Vanwall and Jaguar on Wednesday afternoon. Lot cheaper buying in bulk! 260703548566)

TRIANG SCALEXTRIC C57 ASTON MARTIN DBR CAR. MINT. £80.77 (Sunday night to new bidder 180604403944)

SCALEXTRIC VINTAGE C050 JPS LOTUS FORMULA 1 #8 EX. COND £67.88 (Sunday night madness? 200553065108)

Lastly I know some of us do get a little excited with the “man treasure” we find (apologies to the lady members) and one particular description that perhaps took it a little far was a set described as “HORNEY, SCALEXTRIC STREET PURSUIT SET- ..” the seller did add a note to say about the spelling mistake but it obviously aroused some questions! ■