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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

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There is light at the end of the tunnel!

Those members who read the Journal, may have noticed the absence of Shipments from Spain, this is not because Gareth Jex has retired or left the country on some fanciful trip, but it is because, as I am sure you have heard, the result of recent issues with SCX and the fact no new cars have been forthcoming.

Well good news, as it would appear that SCX are about to return, so I'll repeat the report from Gareth here and break with the traditional Editorial this month:

"As you know, new product and information from SCX has been in short supply over the last few months, but recently I have been contacted by SCX's new owners "Fábrica de Juguetes" with some promising comments about their commitment to the SCX product and the UK. More information has been promised over the next few months, but in the meantime a new catalogue has been released with a revised line up of products for 2012. The full catalogue can be downloaded from SCX's UK distributor on their website <http://www.scxuk.com>. In the meantime here is what they have to say; '2012 brings a new stage for SCX, with Fábrica de Juguetes acquiring the rights to develop, manufacture and sell SCX.

As regards the re-launch of SCX, Fábrica de Juguetes' first goal is to give products back the top quality and long duration they have always been known for, and so to recover the good reputation SCX has enjoyed from the very beginning. All this will be backed by major investment in research and development.

We are very proud and we look forward to this exciting challenge, and our commitment to the brand is so strong that we are making waves with our technical innovations, new models, state of the art technology, promotional kits and an endless number of ideas and plans that will soon come to light.' This it appears is all good news, but time will tell, it's a very difficult market at the moment and we should not underestimate the current Spanish economy."

So let's hope the new owners can make it work and bring SCX back from the brink, of course perhaps we should also hope no one else disappears in the meantime!

Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsccl.co.uk



By Pete Simpson

To start, I must just comment on a couple of model numbers announced in June; the true collectors among us will have spotted an apparent error in the reference numbers allocated to the two cars intended for the Tesco's GT Sprint set. The numbers for both cars have already been allocated to cars in the 2012 catalogue: C3190 is an HD Audi and C3180 is an SR Lamborghini, both in the same liveries as announced for the Tesco's set. However, the two set cars will both be SR versions and, as is usual with models included in sets, will have a "W" suffix. So, although the Lambo may be the same as the solo release (planned as SR), the Audi will be a special example, differing from the HD with black windows and the omission of an interior. As I've previously related, SR and HD cars can easily be modified by the simple expedient swapping of interiors: for Hornby, the creation of a cheaper, SR set car is an ideal method of extending the range without unnecessary costs. It also creates what will doubtless become sought



after variants for collectors. Ironically, the SR version of the Audi may be worth more than the HD catalogue car.

The matter of providing release dates for forthcoming releases has been of concern for some time and, having considered the relative merits of the alternatives, I believe that the most effective way of disseminating accurate dates for delivery to the retail sector falls outside the scope of "Messages". Having worked in Aerospace for many years, I am firmly of the opinion that supply is as much the responsibility of the buyer as of the seller: manufacturers can no longer afford to hold excess stock, so parts are either made to order or against forecasts from customers. This situation is not so different from the world of toys: gone are the days when shops could afford to carry stocks without realistic expectations of sale. This situation then extends to the manufacturers who will only produce what they expect to sell, probably within the life of an annual catalogue. I would therefore urge members to nurture a relationship with a dependable trader: this can be either a local shop or an online retailer. In order to provide



manufacturers with the maximum visibility of demand, consider placing an annual order with your preferred vendor; no money will be taken until the models arrive and are posted and most will understand and have no problem with the odd cancellation. Once they know your desires they will even contact you if they think you've overlooked a model of a genre that you normally purchase. One problem with online purchases is the added cost of postage but this can easily be avoided by arranging collection either from the supplier or at a swapmeet: in reality the postage is often offset by loyalty discount.

If the above message goes unheeded, then be prepared to pay the inflated prices charged by those who made an investment and bought stock to sell when the market was theirs to control. I mentioned resin kits a month or two back: these are an extreme example, due to small production runs, where some are prepared to invest and charge higher prices when manufacturers' stocks run dry. It's not profiteering, it's playing a free market economy and there is a very simple way to avoid it: pre-order.

Whenever I visit the demonstration room at Margate, it has now become standard procedure to try the battery operated Micro set to see if the cells still hold any charge. Assuming that the Duracell fairies haven't been around, I can report that after seven months the cars can still circulate most of the figure of eight: the bridge can only attempted one at a time, but they will both creep around the flat bits together. OK,

there's not much chance of coming off but it does demonstrate that the concept of a battery powered set is feasible. Incidentally, this set, My First Scalextric G1075, with its two Astra look-a-likes, is now available to purchase.

It is always pleasing to know that the "Messages" articles are being read, but it is especially rewarding when my comments regarding the progress of models is heeded by Hornby themselves. Doubtlessly prompted by my observation regarding the anticipated release of this year's F1 examples, my visit to Margate in July was greeted with a veritable flood of Formula One single seaters!



Although the latest McLarens and Mercedes will all employ the same mouldings as the last two years, they will be decorated as they are currently running in 2012, and the 2011 Lotus is a new moulding.

F1 fans may have spotted that the race





numbers allocated to the Button and Hamilton cars, as stated in the 2012 catalogue, are the wrong way around; as Jenson scored more points than Lewis in 2011, he was allocated the lower number 3. This represents one of the detail changes from the 2011 releases, accompanied by the team leader's airbox-mounted camera being painted red. Other changes relate to the positioning and sizing of sponsors' logos - all very minor but, having checked images on the web, seemingly accurate. As neither car was boxed when I saw them I cannot state categorically which release number applies to which version but they will be C3266 and C3265. Neither helmet is fully decorated but, due to the inherently simpler scheme of Lewis's, his looks closer to reality with Jenson's being reminiscent of another British racer. One point of note for these cars is the rear tyres: with a gradual reduction in magnetic downforce the tyres have got grippier of late. These, with the P Zero logos on the sidewalls, are certainly worth looking out for.



In a similar vein, the 2012 Mercedes also relies on livery changes to discern the year represented. Only one version will be produced so, whilst Schumacher fans should have a nice addition to the stable with this model, C3263, Rosberg's supporters will not be represented.



Again, Schuey's helmet is of a basic scheme. The cars shown here are, from left to right, 2012, 2011 and 2010.

It is difficult to comment on versions which vary in such small details from year to year without the temptation to criticise the release of models which are nearly the same. However, it must be appreciated that Scalextric have struck licensing deals with McLaren and Mercedes, which enable them to reproduce these vehicles true to form, and it is merely unfortunate that neither manufacturer has changed its sponsor or introduced significant differences in liveries over the last three years. When creating models at home, the builder has the option to move from one subject to another if uninspired by the real thing. However, once significant financial commitments are made in the acquisition of permission to reproduce a range of cars, there can be little manoeuvring room to introduce variation. Maybe we should be thankful that Scalextric have maintained their commitment and made it possible to collect each year's subtle changes in livery. Certainly, when presented as a set, the families of cars do look impressive and provide an opportunity to spot the annual variations.

One more F1 was also on display: this time a new moulding for 2012. This is a special edition, C3269A, limited to 1,500 examples representing Bruno Senna's 2011 Lotus Renault. Like the other F1 mouldings, the first release is the closest to the real car: the 2012 versions will not have the off set nose design, only the revised livery. As this is a special⇒





edition Bruno's crash helmet is fully decorated. The coke bottle shape and front winglets of current cars has been nicely captured with the wing details seemingly quite robust.



It was only when I read the last Journal that I realised I'd failed to convey the true magnitude of the forthcoming BMW Mini Countryman Rally cars. Similar to their full size, road going,



cousins, these Scalextric versions really are quite imposing. I've taken the opportunity to show another image allowing comparison with the existing BMW Mini.



On previous visits, I've seen mock up, prototype and pre-production versions of the Star Wars Speeder bikes. This month the two Start set, C1288, models were available in all their production glory. Although I was unable to try running them on the circuit they certainly appear to be stable and able to withstand knocks. Of course only time, and the quantities being returned to Scalextric, will tell but it does seem that the design team have selected a range of plastics that should ensure minimal play-damage. The High Detailed versions have yet to appear, but will clearly be aimed at dedicated Star Wars fans with a better level of decoration and working parts: they will be sold at what may seem a rather high price, but will be presented in jewel cases suitable for display, rather than the normal boxes reserved for special releases. I'll include more photos once the production versions are available.



With the recent release of the latest Batman film, “The Dark Knight Rises”, it is now possible to show the revised livery of the Tumbler. As I’ve not yet seen the movie, I can’t comment on the story line or how this latest instalment fits in the Batman saga, but the decoration certainly looks familiar: is it not as it was initially spotted by Bruce Wayne in the Wayne Enterprises Applied Sciences Division below his corporate headquarters in “Batman Begins”? On this occasion, DON’T send me any corrective mails: I’ll wait for the DVD thanks! Suffice to say, it looks just as impressive in camouflage as it did in matt black. However, assuming it gets taken from the box, what can it be pitched against?

The first version had to have a special small

scale police car with which to compete: maybe one of the other manufacturers’ 1/43rd scale offerings could be engaged in a race.

The last vehicle for this month is another version of the RS200, C3326. This time it is a special edition only to be made available from the Scalextric website, some on-line traders, through Collectors Centres or in Spain. The Purolator scheme is nice and simple, reminiscent of its period, with a body uncluttered by an array of bonnet mounted spot lights.



The first of this year’s Pro-Performance kits is now close to being with us; the Audi R8 GT, C3192, is available to decorate in a fantasy scheme or any of those that Scalextric have overlooked. The Aston, C3193, can’t be far behind. Both represent great value and enable the builder to try out different three different motors and varied gearing. This year’s catalogue omits to list the parts that are included: three motors, five axles, five pinions, five spur gears, ball race bearings and alloy rear hubs. ⇒





For the Micro fans there's news of the James Bond Skyfall set, G1083. I've not seen the cars yet but, as they were not shown in the catalogue, here's what's on its way to our shores as I write. Included with a full 370cm (twelve feet for those who are too old to play with Micro), which can be assembled into any one of five layouts, are an Aston Martin DB5, registration BMT 216A, and the DBS making a return appearance from The Quantum of Solace.

So, what should I wish to see on my next visit? Maybe a Bill of Loading for the remainder of the year – if everyone joins hands at the next swapmeet, who knows what may be achieved!■



Well back to normal this month and traditionally a quiet month for slot releases, however I seem to be busier than ever with stuff to build. Just following on from last month's special feature Penelope Pitlane are progressing well with the Matra and that should hopefully be available by September, while Chase Cars are moving along nicely with the 1982 GMC "Fall Guy" pick up truck which hopefully will be with us later in the year.



RMS 1963 Ford Falcon and Barracuda



Beardog Racing Lotus Ford 34 Indianapolis 1964

First up is an older kit from Beardog Racing in the States (Available in the UK through AB Slot Sport) that I have finally got around to building. The car is Jim Clark's 1964 Lotus 34 as raced at Indianapolis that year performing well until it suffered a rear suspension failure, repaired later in the season it went on to win at Trentham. The fine Beardog body kit comes with driver, decals, and detailing parts, while the full running gear kit I purchased from AB Slot Sport included a multi part sprung steel chassis and all the necessary running gear bits. The chassis involves some Dremmel work as it comes on a frame and then requires soldering together

but the plans were easy to follow and the results look great. Staying Stateside we have two new releases from David Reinecke at RMS these being the 1963 Ford Falcon and the 1966 Plymouth Barracuda. Available direct from RMS mine only took a couple of days to arrive and are currently being painted so I should be able to show them you next time, for now here is a picture of David's cars.

Two that I got finished from last time are the latest releases from Chris at Proto Slot Kits the



Proto Slot Kits Lola GT Mk6 Le Mans 1963



Proto Slot Kits Ferrari 330 LMB Le Mans 1963

first is the #6 Lola GT Mk6 driven by Richard Attwood and David Hobbs at Le Mans in 1963, where Hobbs suffered an accident while running well up the field in the 15th hour. The second is the Ferrari 330 LMB also from Le Mans 1963 mine depicting the #12 Jack Sears/ Mike Salmon car that finished 5th overall completing 314 laps.

Another of my somewhat late builds is the Mini Replicas Ford Puma S1600 depicting the

#55 car driven by Duval/ Fortin at Monte Carlo in 2002. I must have had this kit for about four years and have just got around to building it, although I have recently seen a couple of these kits for sale on eBay so they are still out there if you look.

A car that I don't know who's it was next is one I have put together as a possible entry for Bill Charters Brooklands event at Wolves in November this is a black Bob-Tail Bentley →→



Mini Replica's Ford Puma S1600



Unknown Bob Tail Bentley circa 1928



Nono Slot Toleman Hart TG184 Monaco 1984

#18 based on a picture I found in an old library book about Brooklands, no caption other than confirming the type so it is something of an all round mystery. The chassis is by Penelope Pitlane as are the vintage wheels, which set it off quite nicely.

My next car is the eagerly anticipated Nono Slot Toleman-Hart TG184 depicting Ayrton Senna's #19 car in which he famously finished 2nd at Monaco in 1984 in the pouring rain after the race was red flagged at half distance. This

was the race where Alain Prost was seen frantically waving at the pits to ask for the race to be halted as the mercurial Senna took huge chunks out of his lead in the torrential conditions.

Also available is the #20 sister car of Johnny Cecotto and newly issued in the Nono Slot range are ready to run versions of the Tyrrell P34 six wheeler and the 1986 Ligier-Renault JS27's of Rene Arnoux and Jacques Laffite.

Milan Tomasek at MTR32 has two superb looking new Jaguar XJR6 LM cars out right now these are the Green #51 Martin Brundle/Mike Thackwell WSCC version from 1985 and the Silk Cut liveried #51 car of Warwick/Cheever/ Schlessler that ran at Le Mans in 1986.

On to ready to run cars and NSR have a new livery of their Fiat Abarth 500 done in silver McLaren F1 colours, the #4 Ford GT40 MKII of Donohue/ Hawkins from Le Mans 1966 and the #14 Porsche 917K as driven by David Piper at Brands Hatch in 1970. Arrow Slot have their new Saleen S7R in various colours with what I'm told by some of the quick guys is some decent racing kit on them, and a new company called Black Arrow are producing



MTR32 Jaguar XJR6 LM 1985 WSCC



an Aston Martin DBR9. Meanwhile Le Mans Miniatures have been super busy with all three works Audi R10 TDI's that finished 1st, 2nd and 3rd at Le Mans in 2010 and the three works R18 TDI's from the following year along with two street livery versions of their 1962 CD Panhard, these are available through MRE and PSR here in the UK.



Le Mans Miniatures Audi R18 TDI 2011 Winner

Top Slot have a silver version of their 1937 Mercedes 540K Roadster along with the #125 Pegaso Z102 Spyder Ensa Rabassada, Team Slot have a new livery for their Renault 5 Maxi turbo this being the red, white and blue #6 car of Roussel from the 1983 Fuoya Rally Races. MSC have released the Winfield liveried version of their Subaru WRC car this being the #1 Bruno Thiry entry as driven in the Rally

Condroz-Huy in 1997, and finally MRRC have released a white body kit of their Shelby Cobra along with a range of useful spares all available through PSR here in the UK. ■

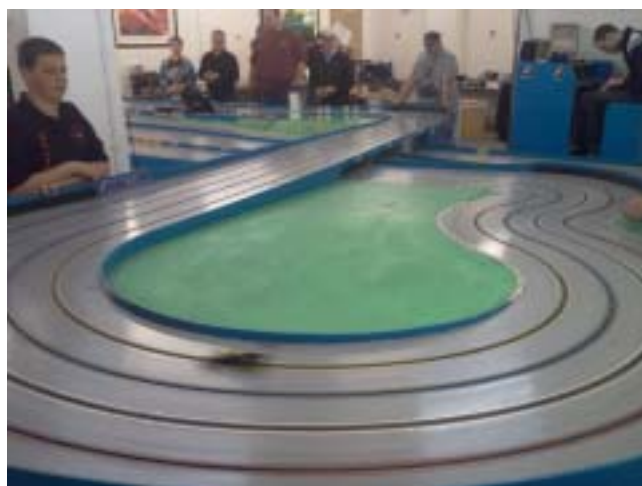


MSC Subaru WRC Winfield 1997

HEART OF ENGLAND CLASSIC FORMULA 1 ROUNDS 5 and 6

This month's rounds 5 and 6 of the Heart of England Classic Formula 1 Championship 2012 moved to the excellent "Monza like" routed wooden track and associated facilities at Dudley Parkway Slot Car Club.

By Graham Pritchard and Ian Howard
track was constructed by our old friend Graham Thomas with his son Chris and factory owner Dave Homer no doubt helping as well. They've created a superb circuit which is fast, flowing and rewards quick reactions to brakes and throttle and smooth, consistent driving.



The Dudley Club is a leading BRSCA (British Slot Car Racing Association) Club which is situated above the "Mr. Dave's" curry factory in Dudley in the West Midlands – now that's different isn't it!

The four lane, one hundred and thirty foot

The USA sourced computerised race system was also new to Championship racers with the "slow drawl" of the American announcer starting us off with "3, 2, 1 squeeze em" and what can only be described as a "Tesco Checkout" bleep announcing the latest fastest



lap time being achieved! Suffice to say there was a lot of “bleeps” in evidence as drivers became more and more confident on this super fast circuit.

An additional bonus of this venue, apart from the curries for lunch that is, is that this was NOT a home track for any of the Championship entrants so far so there was no “home advantage” for any driver here.



The racing format was the usual series “3 minute heats” together with ladder finals so that anyone who had underperformed during the heats (whether due to car problems or unfamiliarity with the track) could have a chance to storm back through the finals to make up for it.

The A finals, as in previous rounds were of twenty five laps, racing to the flag.

There were a few familiar faces missing today due to illness or work commitments so Graham and Chris Thomas joined in with the racing to boost the numbers a little whilst “Mr. Dave”



himself competed as well using a Williams FW07 (provided by Ian Howard) and he did really well given that he’s more used to the much faster BRSCA type cars that he normally races at Dudley.

Anyone interested in seeing these BRSCA type cars in action is more than welcome to attend the Dudley club on any Monday night where you will be made most welcome, if you don’t think magnet racing is fast enough then you need to try this out. Think of it as magnet racing on fast forward on the video recorder!

As ever the extremely popular and rapid Wolves duo of Lewis Gough and Andy Bartle were flying around the track with Andy taking early and prolonged leads in both finals with his Tyrrell 007. But Lewis was having none of it and he doggedly pursued Andy to take late and very close victories with his Lotus 77 in both finals.

Hot on their tail and providing very entertaining racing in the process was James Noake who took a very notable 3rd place in round 5 after suffering some persistent car problems. A broken chassis on his favourite Ferrari 312B forced him to race a virtually untried and untested Lotus 77, which was a chassis development exercise on the hoof throughout round 5. Regrettably work commitments meant that James was unable to compete in Round 6.

Round 5 results:

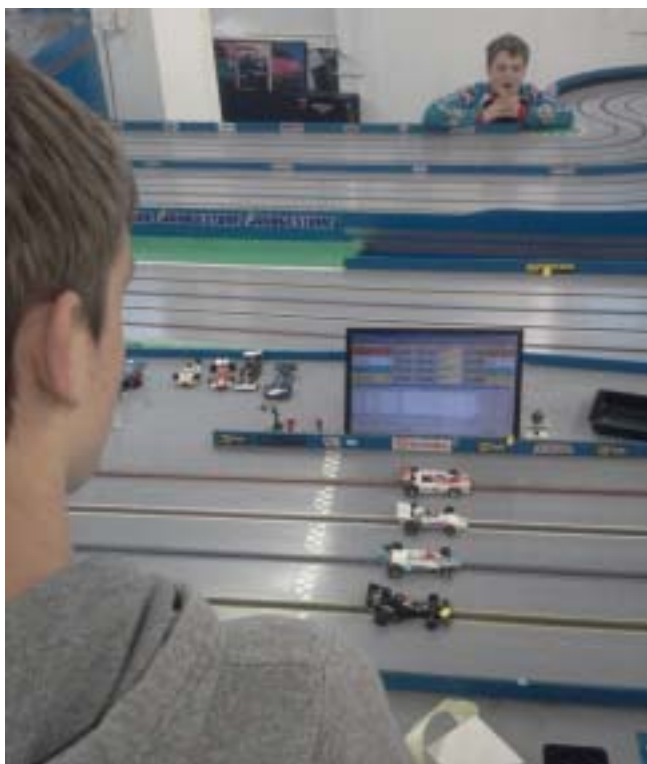
1. Lewis Gough (Lotus 77)
2. Andy Bartle (Tyrrell 007)
3. James Noake (Lotus 77/ Ferrari 312B)
4. Will Charlton (Brabham BT48)
5. Ian Howard (Tyrrell 006/ 010)
6. Steve Beach (Ligier JS11)
7. Graham Pritchard (Brabham BT49)
8. Nick Wixon (BRM P160)
9. Ashley Evans (Renault RS01)
10. Malcolm Scotto (Ferrari 312T3)
11. Mark Wain (Renault RS01)
12. Dave Homer (Ferrari 312B/ Williams FW07)
13. James Roberts (Lotus 77/ Renault RS01 Under 16)
14. Gary Wright (Lotus 72)

⇒



15. Ken Roberts (Tyrrell 007)

Held in the afternoon, Round 6 was an equally fast and furious race with Lewis and Andy again dicing for the lead in a mirror image of the Round 5 battle. With James Noake being absent for the race, Will Charlton brought his Brabham BT48 home to a well deserved 3rd place after some close fought battles with Steve Beach (Ligier JS11) and Ian Howard (Tyrrell 006). Nick Wixon has had a remarkable change of fortune with some excellent performances with his BRM P160. Race prepared by Ian Howard, the changes appear to have worked wonders to allow Nick to shine at last with a very encouraging 6th place in round 6.



With motors running very hot many racers were suffering with “pinion slip” as the armatures rose in temperature. After a pleasing 5th place in round 5 Ian Howard slipped (literally) to 9th overall as his Tyrrell 010 wilted in the increasing heat.

Ashley Evans was “entertaining” as ever, as was young James Roberts who now has an unassailable lead in the Under 16s Championship. James will race at Great Barr as the current reigning Heart of England Classic GP Under 16s Champion 2012. Well done James!

Malcolm Scotto’s (Ferrari 312T3) performances improved significantly at Dudley. With a few chassis and tyre tweaks he is sure to be very competitive at the last races of the season. Ken Roberts also deserves a special mention at this point for his determined approach and commitment to finishing the race come what may.



Round 6 results:

1. Lewis Gough (Lotus 77)
2. Andy Bartle (Tyrrell 007)
3. Will Charlton (Brabham BT48)
4. Dave Homer (Ferrari 312B/ Williams FW07)
5. Steve Beach (Ligier JS11)
6. Nick Wixon (BRM P160)
7. Mark Wain (Renault RS01)
8. Graham Pritchard (Brabham BT49)
9. Ian Howard (Tyrrell 006/010)
10. Malcolm Scotto (Ferrari 312T3)
11. Ashley Evans (Renault RS01)
12. Gary Wright (Lotus 72)



- 13. Ken Roberts (Tyrrell 007)
- 14. James Roberts (Lotus 77/ Renault RS01 Under 16)

Overall winner again on the day was the remarkable Lewis Gough again!



Well done Lewis, but in the interests of “gentlemanly conduct and fair play” have you considered retiring yet to give someone else a chance? “Not really” Said Lewis.



- 10. Ashley Evans 27
- 11. Mark Wain 25
- 12. Paul Munro 24
- 13=. Ryan Nightingale 21
- 13=. Jonathan Davies 21
- 14. David Farrow 20
- 15. Malcolm Scotto 19
- 16. Dave Homer 17
- 17. James Roberts 12
- 18. Gary Wright 6
- 19=. Dave Parish 5
- 19=. Barry Davies 5
- 19=. Ken Roberts 5
- 19=. Sam Farrow 5
- 20. Richard Woodward 4



Remember, it is only the best six results (from 8 rounds) which count towards the championship total.

It’s still nip and tuck at the top. Although Lewis Gough has a 20 point lead at this stage Andy Bartle still has a mathematical chance of winning the championship at Great Barr. ⇒⇒

Current Championship Points Table:

- 1. Lewis Gough 135
- 2. Andy Bartle 115
- 3. James Noake 90
- 4. Will Charlton 67
- 5. Graham Pritchard 60
- 6. Ian Howard 47
- 7. Steve Beach 42
- 8. Nick Wixon 39
- 9. Rob Wallader 29





James Noake looks to have a solid 3rd place at this point, but once again there is still a mathematical possibility for Will Charlton, Graham Pritchard, Steve Beach and Ian Howard to snatch 3rd place from him.

Thanks again to Dave, Graham and Chris once more for letting us use their superb venue for our Championship and we now look forward to the final two rounds which are on Sunday 19th August at the wonderful “Nurburgring” style, 6 lane Ninco track layout of the Great Barr Club. (Many thanks also to Malcolm Scotto for organising the trophies for all of the rounds).

All things considered it should be a great finale to this very surprising and very exciting Championship that some people said would not work because of our decision to use the original Johnson 111 motors but we think that the many hours of enjoyment that both building and racing the cars has provided together with the many smiling faces on the day have ultimately proved these people wrong.

Roll on Great Barr, and to wet your appetite here are a few pictures of the circuit that we shall be racing on, so until next time, enjoy your racing wherever you may be! ■





Email: carreracorner@nsc.co.uk



We have news of new arrivals from Carrera expected in mid August. These are all 1/32 scale cars for which the recommended retail price is only £29.99. Firstly two F1 cars; reference number CA27417 is the Ferrari F1 as driven this season by Fernando Alonso and bearing race number 5. Alonso took his third win of the season in Germany to extend his lead to over 30 points in the Drivers' Championship, over his closest rival, Mark Webber.

That is twenty two consecutive races finishing in the points for Alonso which is quite an achievement.

Reference number CA27419 is the Red Bull RB7 as driven this season by reigning F1 Champion Sebastian Vettel and bearing race number 1. Vettel is currently third in the drivers' Championship.



Also due is another version of the Audi R8 LMS. This is in the Prosperia Team Brinkmann UHC Speed colours as raced last year in the ADAC Masters series bearing race number 39. The Carrera reference number is CA27395.



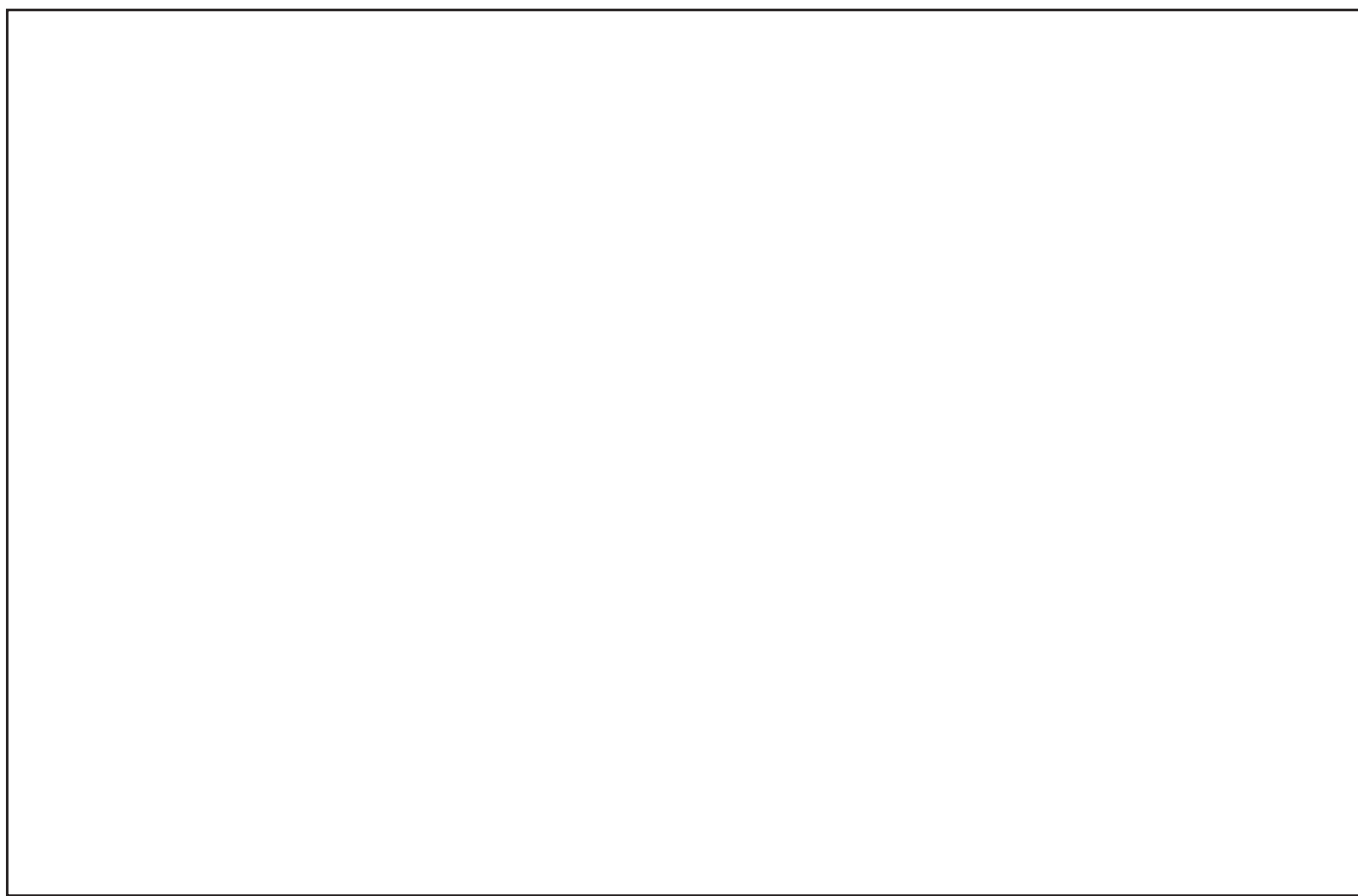


Reference number CA27412 is a 1963 Shelby Cobra 289. This is as entered in the Sebring 12 hour race, finished in red and bearing race number 16. There is currently no picture available for this model but we do have an image of the real thing.

These models come with adjustable magnatraction, easy change spare braids and shallow guide. They are digitally upgradeable using the appropriate chip. As with all Carrera slot cars these come with a reverse polarity switch. The strong crystal case with mirrored backdrop makes them ideal for display as you can easily stack one on top of each other. Six high is my personal best, anything above that looks a bit precarious!

The Go starter range by Carrera has many attractive car licenses and racing themes from TV, video games and motor racing. These mains powered, analogue sets represent good value, entry level slot car racing for youngsters and give them an opportunity to perfect their skills before graduating to your track! Extension packs are available. Additional 1/43 scale sets are now available including Red Bull, Avengers (no not the Hillman Avenger!) and Spiderman.

Thanks again to Pete Bingham from The Hobby Company for his assistance in compiling this month's article, more news hopefully next month, until then enjoy the sun. ■



FLY On the Wall

BY DAVID BATES

email: flyonthewall@nsec.co.uk



We have details of new releases from Fly with their reference numbers, except where otherwise stated these models should be available within a few weeks.

FS707102 is the Ferrari 512s as entered in Le Mans 1970 and driven by Merzario/Regazzoni. At Le Mans, the Ferrari suffered from reliability problems, although it was considered to be equally as fast as the Porsche 917. Four 512s were entered by Ferrari for that race, but the Vaccarella/Giunti car went out after seven laps, the Merzario/Regazzoni car was out after thirty eight laps, the Bell/Peterson car was out a lap later and about five hours later the Ickx/Schetty car was out after one hundred and forty two laps. The retail price of this model is £39.95.

FS709101 is the Porsche 917LH (long tail). This is the 1970 Le Mans Test car as driven by Vic Elford and Kurt Ahrens. One of two such



cars entered in the race: it started on pole but failed to finish. The retail price is £39.95 and the model was in stock at the time of compiling this report.

FS704104 is the Porsche 997RSR as entered in Le Mans in 2010 and driven by Holzer/Westbrook/Scheider which we mentioned and pictured last month. The retail price is £39.95.

2012 132 SLOT CAR COLLECTION

2012-1970 FERRARI 512S
REF 053302

2012-1970 FERRARI 512S
REF 053303

2012-1970 PORSCH 917LH
REF 053304

WWW.FLYSLOTCARS.COM

2012 132 SLOT CAR COLLECTION

SPECIAL LIMITED EDITION ROADCAR
200 UNITS

2012 LM ROAD CAR
REF 053302

2012 ROAD CAR
REF 053304

WWW.FLYSLOTCARS.COM

Chairman's address - Committee Elections

By Andy Carmicheal

The closing date for nominations for the Committee has now passed with no existing members of the Committee standing down. One valid nomination has been made and put forward to challenge an existing post, which means we will have an election for this post, next month you will see election addresses from the parties involved and a voting form will be enclosed in the Journal. I'm personally disappointed that only one person has stepped forward and put themselves in the breach, there must be members who would like to stand for many of the posts and challenge to governance I feel is a good thing, that after all is democracy.

The Secretary post currently held by Stephen Barber is under election with Steve Baker wishing to stand against him. Steve Baker is proposed by Alex Edge and seconded by Gareth Jex. ■



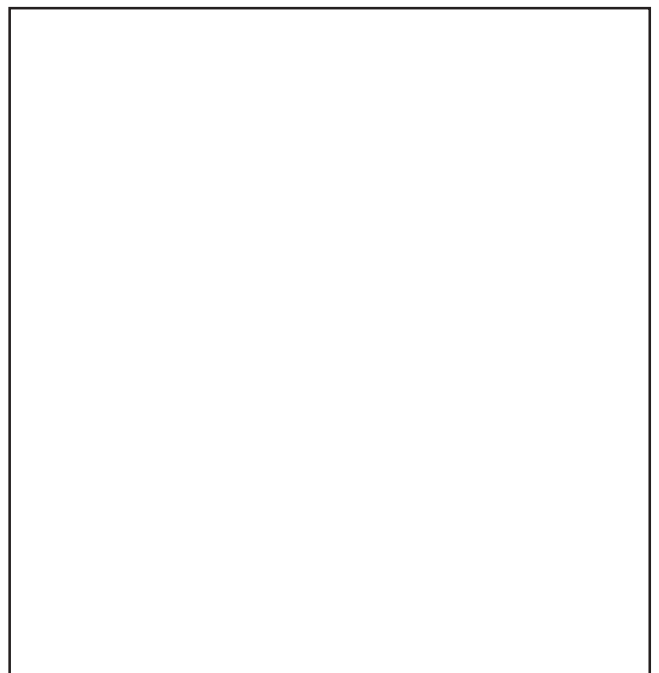
FS053302 is yet another version of the Ferrari 250LM, this time a road car finished in red. This is a Limited Edition run of only 200 examples worldwide. The retail price is £49.95.

FS057303 is the Alfa Romeo TZ2 Road Car. This is another Limited Edition of only 200 examples worldwide. The retail price is £49.95.



FS038301 is the BMW M3 as driven by Jose Maria Ponce and Gaspar Leon in the rally El Corte Inglés (The Canary Island Rally) in 1989. Bearing race number 10, it is in the distinctive Camel colours. There were very few of these models and the importers have now all sold out but you may still be able to get hold of one. The retail price is £49.95.

Thanks as ever to Terry Smith of Gaugemaster for his help in compiling this report and providing the information I need to bring you the article. ■



A Grand Day Out Gromit Jeremy

By Shaun Bennett

Following hot on the heels of the Slot Car Festival was the NSCC Northern Swapmeet, held at Ossett Community Centre near Wakefield on Sunday 15th July 2012.

Having decided to stay overnight on the Saturday, I set off on the three hour drive from Suffolk in monsoon like conditions with jumper and waterproof coat packed. After all, I was going 'Oop North', and it had rained all day during last years event.

A trouble free, but boring motorway drive all the way later, I arrived at the Premier Inn in bright sunshine with the cars air conditioning flat out. So much for the cold North! A quick check in, and a call to Jeremy, our editor to find out if he wanted to go over to the adjoining Red Kite pub, only to find he was already there along with our Hornby Factory liaison Peter Simpson and his other half, Karen. So, meeting with the others, and later joined by Stephen Barber, partner Sandi and Richard James and his wife, we enjoyed a nice meal and a chat about the next day, Scalextric analogue pit lane controllers and slot cars in general.

Next morning, after a superb cooked breakfast, we made our way to the venue where we were met by Andy Carmichael and Andy



Smith, who had arrived earlier, to arrange tables etc. and were now busy making sure that the traders/members who had bought an array of slot car goodies for sale were OK. Also busy was Samantha (Mrs. Chairman) who had bought along the event refreshments and was cooking bacon and sausages etc. in the kitchen assisted by Trish (Mrs. Membership Secretary) and one of the girls.

We quickly set up the NSCC banners, and placed the event car, the Limited Edition red trimmed Auto Art Porsche (the sister car to the one at Milton Keynes) on the display turntable.

Also available was this years superb Club car, the Slot.it Lola B09/60, and several were





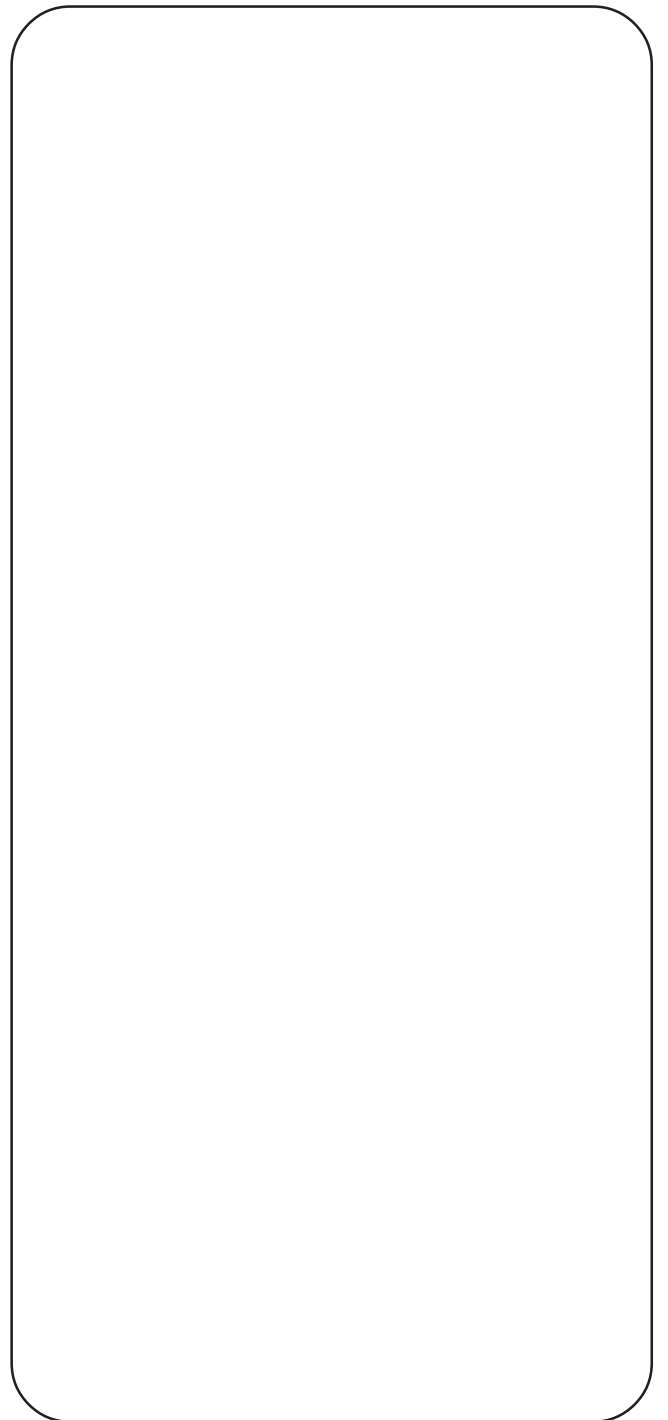
sold on the day as well as those pre booked for collection. (thanks Andy Smith for the help with the on-line payments) The doors were opened, and for a good hour we were swamped with people buying the cars, Journal binders, and picking up bargains from the collectors table (there were some nice cars on sale from various members, most of which found new homes). There certainly seemed to be a good buzz around the place, with a higher attendance than last year and favourable comments from most of the attendees. I eventually had a chance to wander around, and was relieved of some cash by Phil Smith for an orange Cougar, a couple of cars from Roger Barker's table and the new Scalextric Police Mini from Bob Bott amongst others. There were some very nice items available, ranging from old buildings, a vast number of '60s cars, motorbikes and a very nice Scalextric Go Kart, right up to the latest releases from the majority of the manufacturers, while our Chairman, Andy, had a diverse selection of spares, cars, kits etc. from such companies as MRRC and Riko on his table.

All too soon, the Northern Swapmeet was drawing to an end, we had sold most of the



event Porsches, signed a couple of new members and enjoyed another 'day on the road' with the NSCC.

Thanks must go to all the traders and sellers who supported the event (I hope you all had a worthwhile day and will return next year), and all of you who came along, the event would not run without your support. Also thanks to my fellow Committee members for your hard work and commitment, and last but not least, the 'Refreshment ladies' for their efforts in the kitchen an ensuring a continuing supply of tea, coffee and food was available! ■



NSR Review - Porsche 997 RSR 1099

By Robin Caddy

NSR has a great reputation for producing cars for racing, and proudly promotes its Championship winning successes. Many of you will be familiar with commemorative matte black Mosler MT900R, celebrating five consecutive years as Italian Championship Winner in the GT Class. However the Mosler is just one of the cars that NSR offers, from its production facility in Salerno, Italy.

Before we get started with the Porsche 997 RSR 1099 in Coca-Cola livery, a little background on myself and the club where I race will set the scene.

Like many I started out as a child, when one birthday or Christmas I was given the Scalextric Night Stages set, with the yellow and blue Ford Escort XR3i. In the last few years I bought the A1 and F1 sets, and have been an on/off "rug racer". A few months ago I decided to look into Club racing, knowing I wanted to race hard bodies, not flexis. I found Balance Raceway in Hedge End, near Southampton. They have a weekly race night, on a routed wooden four lane track, with races lasting three minutes. Everyone gets to race on each lane once in each of two separate heats. The lap is around 70ft long, and the fastest guys manage times around 4.6 seconds with the Moslers. Lanes two and three



(yellow and blue) are considered the fastest lanes, not having such tight corners as lanes one and four (green and red). I'm very new to all of this, and it is more different to rug racing than I could ever have imagined! My best time to date is in the mid 4.8s with a borrowed Mosler.

The Club runs classes for Moslers, Fiat 500 Abarths, Porsche 997s and Corvettes, and a Vintage Class for P68s, GT40s and 917Ks.

The NSR Porsche 997 RSR - 1000 km Monza - AW King 21k EVO3 is model number 1099. There has been a long history of Coca Cola liveried cars and an involvement with NASCAR in particular going back more than fifty years. The history of the real car is unclear. Photos on the internet seem to suggest it raced at Monza in 2005, though other sites suggest only 996s were raced there that year. I'll leave that one to the experts to figure out.





The Evo3 designation for the NSR refers to the Angle-windermounted King motor that powers the car. The car is resplendent in a very close match for “Coca Cola” red. As is usual for NSR there are some small imperfections of finish. On my example there is a small area of bodywork that has not been painted properly, a small amount of bare plastic seems visible. It’s on the bottom lip of the rear of the car, so is not noticeable 99% of the time, and as usual the NSR cars come with a small piece of card proclaiming: “This model has been finished manually. The imperfections are no defects but witness of a handmade job”. One thing that does seem noticeable with this car is that some of the larger areas of white printing have red bleeding through.

I had raced this car at one club night prior to writing this review, and all had commented on what an attractive livery it was both in the hand and on the track. It really stands out well. Another thing that drew praise was how well behaved the car was and how it was almost whisper quiet compared to some of the others. Maybe this is a result of the EVO 3 motor?



Out of the box it comes fitted with 19x10 NSR Supergrip tyres on the rear. I should mention at this point before any testing was carried out the car had cargo tape applied to the chassis.

The testing was done on all the lanes for each change that was made. The first times show just the tape and the tyres as they were after one hundred laps of racing. The green lane was slowest at 6.329 secs, with yellow and blue closely matched at 5.626 and 5.786 respectively.

The only tinkering I really do is to change the NSR tyres for Paul G’s, an independent maker based in Canada, who offers great customer service and fast, realistically priced postage to the UK for his urethane tyres. A set of X-Soft were fitted, and sanded down to true them. These tyres are a snug fit, so the general opinion at our club is not to glue them. Straight away the times for the yellow and blue lanes dropped to the mid 5.2s with both red and green in the 5.6s

A quick check of the spacing of the rear⇒⇒





axle and a slightly finer sanding of the tyres saw those times drop to 5.112 in the blue lane. The final change was to slacken off the screws half a turn. This did not result in a faster best lap, but did improve consistency between blue and yellow lanes, and with the extra sanding of the tyres saw red and green lanes drivable in the 5.4s.

I approached our next Porsche/Corvette/Audi night at the club with a feeling of

excitement. Predictably the first race on green was a disaster, although I improved and won one of the following three races and picked up second in another. Lap times were consistently in the 5.5s, showing perhaps that it's easier to go fast when there's no other cars, or maybe that I just race slowly?

The second set of four races saw a marked improvement. Although my times didn't come down, and one of the Corvettes was breaking the 5 second barrier, I won all four heats! One race was especially close with their being just inches in it after 3 minutes! After the racing I asked James (who had been so quick in his Corvette) to do some laps with the Porsche, suspecting he would easily get it to lap below 5 seconds. His best was a surprising 5.3 seconds.

While the Porsche isn't a match for the Mosler, it isn't intended to be. In it's own right it is a very fast car, and with the EVO3 motor this one seems more than a match for any other car in it's class. I put the win down to it's great handling. It really seems to hug the track, and is a joy to race. ■



I'm writing this edition of Chairman's Chat whilst watching the Hungarian Gran Prix and wow what a race.....to me the racing this season has become very exciting and engaging and this has all been brought about by changes in rules and regulations affecting the sport. It goes to show that change can be a good thing and if nothing else, alters the norm and makes things interesting. This to me mirrors what the Committee is trying to do with your Club, we have been doing a lot of things differently, taking on new and different projects whilst still trying to keep the traditions and ethos of the Club intact. Several members have said they believe the Club's achievements are not broadcast to membership so I intend to put that right now.....here is a quick review of what has been achieved or developed this year.

The State of the Nation.....or should I say Club?

1. February 2012 saw the Club officially take over the Milton Keynes Swapmeet and run a very a successful event with the production of a promotional model for members for the occasion.

The intention is to develop the event in order to promote and support the Club. The Club now owns and runs two venues as opposed to licensing venues to be run in the Club's name, this means the Club takes on the financial risk of the ventures but conversely can maximise the benefits. For Milton Keynes this has meant

reducing potential profit for the event in order to make the event more attractive for members, the public and the trade to attend.

2. April 2012 we launched the Ninco AC Cobra 50th Anniversary car, a joint venture with the UK Cobra Replica Club, a fabulous model which has already become collectable. This followed hot on the heels of the liaison with Jaguar Enthusiasts Club last year which saw their Club advertising in a 17,000 circulation magazine and selling some of our Jaguar XKRs.

This form of joint venture not only advertises the Club by increasing its profile but also opens up numerous collaboration opportunities in the future.

3. The May Journal saw the launch of a Club Car with a difference, the Slot.it Lola B09/60 in a genuine racing livery with an exclusive production to our Club of only 312 cars (These models are selling fast so if you have not bought one get your cheque book or debit card out fast..... orders through to Mr. Treasurer please).

This manufacturer was selected as the cars are popular with the racers amongst us who on occasions get overwhelmed by the collectors and was a first for the Club as it used a real racing livery.

4. On 20th May our Club supported the UK Slot Fest at the heritage Motor centre and discussions have already started on how the Club can support Slot Fest 2013 which will be on Sunday 12th May, so put it in your diary and plan the family spring break around it!

5. Just two weeks ago the Northern Swapmeet at Ossett opened its doors for a second time, with a matching promotional car produced which complements the Milton Keynes model. I will let you read the report on this event elsewhere in this month's Journal.

6. There are more things to come including the Hornby Club weekend coming up on 23rd to 25th November, this is an event open to everyone and every year we try to change it a little to bring some extra spice to the event. The event also now has the capacity to expand and take more members in order to allow ALL those who apply to have a place. So if you ever wanted to attend and thought 'I'm not applying as I won't get in'



or 'It's places for the boy's only the chosen view get in', THEN YOU COULD NOT BE MORE WRONG. The Committee is dedicated to try and make all processes as fair and ethical as possible and the Hornby weekend is no exception. If you want to go for a fabulous weekend of slot car ecstasy then get your application in to Ed. (Mr. Editor). Don't forget this is a family friendly event and wives, partners or indeed children are not only welcome but are considered part of the weekend.

All this has happened against a back drop of austerity for the nation and the Club, last year saw the Committee having to make significant financial decisions to protect the Club.

So what ideas have YOU GOT FOR THE CLUB – some questions and ideas from members?

I would like to thank the members that have emailed me ideas and concerns including Alan Bean and Robby Howes.

Alan Bean joined the NSCC at last year's Ossett swapmeet and has posed the following comments and questions.

I am replying to the question you posed in June's journal about what am I doing for the club and my answer is nothing I've been a member of the club for a year now and I do like the club, I look forward to reading my journal every month and read it cover to cover. But I'm not a car collector; I like the special cars you offer members and think it's a great idea, I'm building a track in my garage and race friends and family at the moment and my spare cash is going on the build.

Anyway back to my point I feel as a club you don't do much for new members who maybe feel intimidated to go on your days out and events. I mean I enjoyed the Ossett swapmeet and spoke to Andy Smith there, but since then other than the journal I've not had any other contact. Maybe it's an idea to have a new members page in the journal or on the webpage. Or why not have members meetings, not big trips like the Ramsgate weekend, but small local meetings where members can meet up in a pub or model shop or slot race club and chat. Unfortunately for me there is no local racing club in my town and so the only info and advice I've had is from the slot forum or the journal.

Alan has suggested the idea of a new

members page in the Journal or on the web and the idea of local meetings, I think his ideas are certainly worthy of discussion, so over to you members what do you think? Replies to me please preferably at Chairman@nsc.co.uk or Alan on . Alternatively someone could post this as a subject on the NSCC page on Slot Forum, of course traditional methods of contact such as phone, letter and carrier pigeon are accepted.

I was at the slot festival in May and was surprised with how busy it was and this shows the interest in the hobby, also I tried to say hi at the nsc stand and mention my ideas but everyone was busy and it was like a scrum to get close. Unfortunately, and I'm upset with the wife, I won't be at Ossett this year as we're on holiday visiting the wife's family in Cornwall. As I live in Doncaster I find it hard to attend the southern swapmeet and the Ramsgate weekend is also too far for me. But what I'm trying to say is if the club did a little with new members they may get more back from them.

Many years ago the Club tried to have regional representatives and part of the objective was to get local members together and encourage local meetings and slotty knees ups, it could be time to revisit this set up. Again I think it is for discussion by you the members, but to start things off would members in the Doncaster area be interested in meeting up? Come forward or speak to Alan direct please. I do really like the idea of local meetings which of course could be a race or swapmeet night again these could be family orientated but I suspect swapping children and partners at such event maybe frowned upon! I was offered a MRRC rail car at Ossett for Mrs. Chair but not sure it was a fair deal, I'm really gonna miss her!

Finally, elsewhere in the Journal on page 29, I have made a Chairman's Address in connection with the Committee's term of office ending in September, further reference can be found there, given we have received only one nomination for a position on the Committee.

That's really all till next month as I've run out of space, I will publish the letter from Robby Howes next month along with my response to his concerns regarding the Club, until then happy slotting. ■

Sniping On eBay

By Stephen Langford

If you are an eBay user you may have wondered how is it that some bidders always seem to place their bids and win the auction in the very last few seconds all the time. Surely the buyer can't be on screen all the time waiting for the auction to finish? Well, it is more than likely due to the fact that the auction has been "sniped" and so here it is my take on sniping that I promised some time back when I was writing the eBaywatch column. I will try and start with the very basics (but will assume the reader knows how to log on to the internet and has an eBay account) and progress with some tips to help when bidding and searching.

What is Sniping?

Sniping is the practice in a timed auction (such as those seen on eBay which have a defined ending time), of placing a winning bid at the last possible moment often with only seconds to go before the end of the auction. The main idea of bidding this way is that it gives other bidders no time to respond to outbid the snipe bid placed. This snipe action can be done manually where you sit there to the bitter end of the auction before placing your bid, or automatically by an online sniper service or software installed on your computer. As I suspect many of you don't leave your computer on permanently like me, this article will be based on my experience of online sniping services and what they have to offer.

Why Snipe?

eBay uses a form of bidding called proxy bidding and some buyers don't realise this and treat it like conventional auction bidding, only bidding one bid increment a time. With proxy bidding that is employed by eBay, it will automatically keep increasing your minimum bid as further bids are put in, but only by enough to beat the previous bid put in. Say an item starts at £9.99 and you as the first bidder are prepared to pay around £25 and place a maximum bid of £25. The item stays at £9.99 until the next bidder comes along

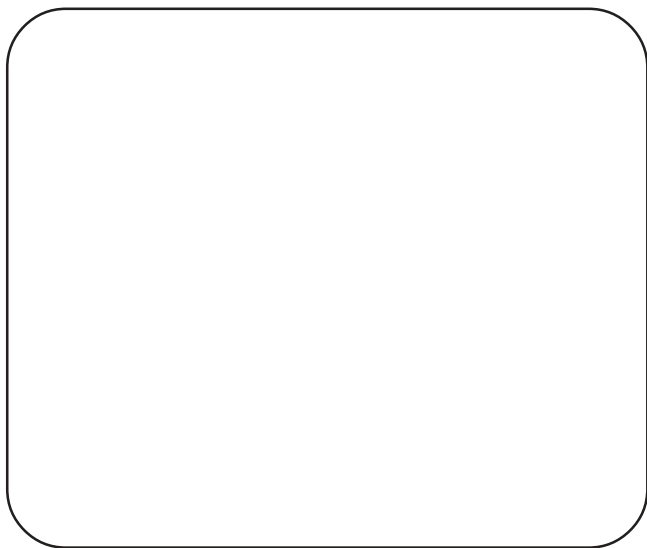
and bids. The second bidder can then bid by each bid increment and takes the price up to £24.49 when they can then see your maximum bid of £25. (They could also just put in one big bid say £200 to see what your maximum bid is and then withdraw their bid saying they put in the wrong bid amount but they then know what your maximum bid was and could return with a bid of say £25.01 to win the auction at the end.) This bidding pattern may be done by genuine buyers but also intentionally by the seller using another account to drive up the bidding as well to maximise the selling price. This practice if linked to the seller is known as shill bidding and one that eBay does not permit. With hidden identities on bidding these days and particularly on private auctions it is very difficult to prove this has happened, but there is certainly signs of it going on if you follow prices and study bidding history closely enough which is why I recommending sniping for most items. Shill Bidding Tip - Look for the same bidder only bidding on a certain sellers items for instance by clicking on the bidders name to see what kind categories of thing they are bidding on and how many sellers there are bidding on. If activity is shown to be mainly with that seller then the need for a snipe bid is even more paramount to prevent you potentially paying over the odds if you still want to purchase from this buyer. It should be noted there are buyers who regularly buy from a select few sellers who will undoubtedly attract repeated bids from the same customers and this is usually in a specialist area like slot cars so don't be put off buying from a specialist seller. If placing bids with a general seller who you think may be using shill bidding on their auctions, check the feedback to see if the same people are buying a wide variety of goods from that same seller.

So either way whether there is shill bidding or not you could be priced out of the auction totally or forced to pay your top amount. In practice what happens is there are a number of



buyers putting in varying bid amounts and then the proxy bid system takes the bidding up to the maximum bid in bigger steps than the bid increments. (Bid increments are important to be aware of as part of the sniping process and currently are 50p for prices £5.01 to £15.00, £1 for £15.01 to £60, £2 for £60.01 to £150, £5 for £150.01 to £300 and £10 for £300.01 to £600.00.)

So back to our example and assuming you are happy to bid on the item we set up our snipe bid for a few seconds from the auction end rather than bidding £25 straight away when you first spotted the auction. (Some snipe services allow you to set the number of seconds from the end you want to launch a bid, and others have a fixed amount.) The auction price has gone up to say £21 as other bidders have driven the price up during the auction. Now assuming the other bidders have put in their maximum bid as they only put in a bid amount of one increment at a time, the item is there to be won at £22. The under bidder comes in with very little time left and looks like they have won it at £22 but with seconds to go your snipe bid is launched. There is no time left for the other bidder to launch another conventional bid as the screen does not refresh fast enough so you win the auction at £23 effectively winning it cheaper than if you had put your maximum of £25 in at the start. This assumes there is no one else putting in a snipe bid of course. If there are other snipe bids as some other bidders like the look of that item then those bids are launched provided the bid increments are met. So say in this case there are



3 more bids of £28.50, £29.10 and £30.01. The £28.50 comes from a bidder sitting at the computer with say 10 seconds to go as they do not want to miss out cutting it too fine. The £29.10 bid comes in with say 6 seconds to go from a snipe bid someone has left and then the last snipe bid of £30.01 which would have launched at 3 seconds to go is not enough to meet the minimum bid increment of £1 for the price between £15.01 to £60, as the minimum bid would have had to have been £30.10. The £29.10 bid wins the auction then where as in normal circumstances if the bids were placed during the auction the £30.01 top bid would have won it was placed before the £29.10 bid.

To counter the snipe argument there is a view that by putting in a big bid, or the amount you are willing to pay early on, you will deter other buyers as they get fed up being outbid or the price goes up quicker and puts them off to look elsewhere, but I know myself in the past it is easy to get carried away bidding on one auction rather than looking elsewhere, which is why I would recommend a snipe bid. Tip - Check on completed listings as well as BIN prices as you often find BIN prices at less than auction prices where bidder have got carried away. Another reason for sniping is that it is easier to cancel bids if you change your mind without it effecting the auction or risking the wrath of the seller or eBay.

Online Services

There are a number of snipe services out there which all work in a similar way, some free and some paid for but I can only let you know about the two I have used namely Goofbay and Gixen and both their .com websites have explanations about the sniping process if you need to read more. The advantage of using an online service is that you don't need your computer on all the while, and generally the hosted servers these services use have way more reliable connections than you do at home normally. The disadvantage is that you need to share your eBay username and password with a third party but there is no way round it if you want an online service to submit a bid for you. Both are free services but⇒⇒

the Goofbay service does have some extra functionality over the free Gixen one. Basically you go to the website, and once registered you sign in as though you were signing in on eBay. You then put in the auction number what you want to snipe and then the maximum price you want to snipe at. With the Goofbay service you can select the time left you want to launch your bid which can be anything in steps from 2 to 60 seconds, whilst this is defaulted in at around 6 seconds on Gixen. If you pay \$6 you can enjoy an enhanced Gixen service for a year which then gives you the option of choosing between 3 and 15 seconds for your snipe and also the benefit of a second server. This does mean that if the main sniper server goes down there is a second server in another location putting in a bid as well so you should not lose out. I do like this option particularly if you are bidding on something you don't want to miss a bid as it provides that extra bit of insurance should something happen with the main server providing the service. So once set you just sit back and let the service do your bidding for you then. You can set these services to get various notifications about the bidding though they are not always as instantaneous to price changes, particularly at the end of auctions where there is a lot of activity, so it is best to set your maximum price you are willing to pay and not keep going to check otherwise you might as well just stare at a live screen and bid!

Sniping Price Setting

Well once you get the hang of sniping you may still find you are not winning all the auctions you would like to and may be being out sniped so here are a few pointers to consider.

Most snipe bidders like to get their bids in as near as they can to end the auction but in specialist fields there can be several bidders who think the item is worth a very similar price and have the same snipe idea so you need to consider:

- 1 How do I get my bid in before my fellow bidders?
- 2 What are the bid increments at the price I am prepared to pay?
- 3 What bid amount will get my nose in front of my fellow bidders?

For example, say you are wanting to purchase a car for around £30 in value. Bidder A likes to snipe at the very lowest price. Bidder B likes to snipe at around the value that they think it is worth and Bidder C likes to be sure of a win. Bidder A can still win the auction even at the lowest price. Here is how. Bidding has taken price to say £25.25 with 20 seconds to go but that top bidder has a top proxy bid of say £28.75 still pending and to thus to rely on. Bidder A has decided to set his snipe bid at £29.50, Bidder B at £30.01 and Bidder C at £30.30. However Bidder A has been quite cunning and set the snipe to launch with 9 seconds to go and this results in the bidding going to £29.50 as there was more than one bid increment between the current price of £25.25 and the current top bidder's bid of £28.75. The £29.50 bid beats the £28.75 and is the new top bid even though it was not a bid increment up as it was more than £28.75. The next bid now has to be £30.50 or above to beat Bidder A as that is the next bid increment. With the seconds ticking away there is very little chance of the previous top bidder or the other snipe bidders reacting in time to increase their bids. As the snipe bids of Bidder B and C do not launch as they do not meet the bid increment at his current price level, Bidder A thus wins the auction for £29.50! A result for Bidder A. Just supposing Bidder B and C had the same idea and were playing safe and putting in much bigger snipe bids though say of £40.00 each just to be sure they won it, the price would have jumped to finish then at £40. The bidder who put the first £40 bid in would have won but probably have paid over the odds. Was Bidder A the smartest then? I will let you decide. Of course at the end of the day there is always the possibility there is a buyer who bids way higher than normal so you will never win with your snipe bid but I hope that gives you an insight into sniping and perhaps helps with your eBay bidding.

I may do a follow up article on searching and how to pitch those bids at the right level if there is any interest, so let the Editor know if you want to learn more. ■



email: ebaywatch@nsc.co.uk

Welcome all NSCC Ebuyers! Would you believe that I am able to write this month's Journal offering looking out of my study window over my garden bathed in warm sunshine. It's a big change from the previous two months. But, enough of the weather, down to work. This month's trend has been similar to the previous two, so we shall start, as we did last month with metal/tinplates.

Metal/Tinplate

Scalex tinplate pull back and go Maserati racing car. 7 bids saw this sell at £18.65. Sounds a bit cheap, but looking at the condition, probably about right. (350577742735).

1950s Scalex tinplate Ferrari F1 keyless clockwork motor. 8 bids saw this item sell at £30.99. (110911120892).

Vintage Scalex Maserati 250F car. 8 bids took this to sell at £36.02. TLC required, but a bargain nevertheless. (330759014257) Vintage Scalex car, green with driver. (Looks like a Ferrari.) 9 bids saw this sell at £43.00. Not a lot of money for a very pretty car, complete with driver.

Vintage Scalex car, blue with driver (Looks like another Ferrari). 14 bids, sold at £51.00.

1950s Scalex tinplate Ferrari F1 keyless clockwork motor. 16 bids, sold for £44.50. Vendor must have gone away very happy (110903209583).

Vintage Scalex MG TF, tinplate car. 16 bids, to sell at £49.00. Good money for the vendor and buyer alike, in my opinion (271004867452).

1950s Scalex tinplate Austin Healey keyless clockwork. 12 bids saw this model knocked down for £55.00. A good amount of money for the vendor, as this was no way a mint example. (110902557346)

Vintage Scalex Sunbeam Alpine tinplate

car. 12 bids knocked down at £77.99. Excellent price for the vendor, as this one looked in slightly better condition than the MG. (271004865406).

Vintage Scalex Jaguar 2.4 tinplate car. 18 bids took this to sell at £87.28. Excellent price for all concerned. Apart from a respray, it looked in good condition (271004864448).

"Extremely rare" Scalex MG TF keyless clockwork racing car. Sold for £199.95. Both parties should be pleased with this (261066208854).

Vintage tinplate early 1950s Scalex Maserati racing cars, X2, with 3 off spare drivers. 23 bids took this item to sell at £242.88. Excellent result for both parties concerned, as both items looked in excellent condition, nearly mint (200786436694).

Scalex tinplate Ferrari boxed set. 1 bid, £350.00. Useful price for the vendor, as it is in very, very good condition, again nearly mint (160840145861).

Vintage tinplate Scalex Ferrari Type 375F, "boxed - superb". BIN £799.00. Blue believed to be US export market prototype from a deceased ex-employee of Scalextric who lived near Portsmouth. Sold at £600.00 (320925836337).

Vintage tinplate Scalex Ferrari Type 375F, "boxed - superb". BIN £899.00. Sold at £625.00. This one in green and similar history to previous item (320925831617). Both these items are what they say and are worth every penny.

Minis

Mini Cooper 40th Anniversary Limited Edition C2244. Condition new. Starting bid £59.99. Reserve price £100.00. No sale. Reserve not met (200789817901).

Rare Scalex pre-production Mini X2. The first one sold for £155 and then the second (yes the picture did show two cars) sold three days

later 16 bids, at £165.99. Very rarely seen as only four supposedly made and two acquired by seller. Black with gold test tampo printing on the roof, a price to keep vendor and buyers happy, I think (380452125852).

F1/Sports Racing

First in this category I should like to take a look at the models from the now defunct Vanquish MG. Standing out with their differential drive unit to the rear wheels, it leaves us now with a beautiful range of products, with an advanced technological drive system.

Vanquish MG Lola T260 Special and Limited Edition MAS Slot 2004, from Spain. BIN £120.00 but sold on auction at £103. A popular item at the right price (120934618716)?

Vanquish GP Lotus 72, Graham Hill, #9, Temporada, 1970. (Blue Brooke Bond) 23 bids, to sell at £147.00. Again, a popular item, very good price (300734288465).

Vanquish MG GP01 Lotus John Player Special, #5. 20 bids took this item to sell at £156.00. Popular item, sold at the correct price, in my opinion (150844534655).

Vanquish MG Slot car, yellow, Shadow MkII Special. 8 bids saw this sell for £26.05. Always one to buck the trend but then these "racer" versions are not as attractive to collectors. Still, marvellous value for money (230822690781).

Scalex C26 March Ford 711, #7. 7 bids to sell at £30.57. Item looks really tidy. Great value for money (150844524780).

Scalex D Type Jag, excellent condition, in blue. 8 bids, sold at £37.00 (221063345637).

Vintage Scalex Lotus 16 C54 Type 1, blue, 1961 VGB. 12 bids, item sold at £37.55 (300738660833).

Vintage Scalex C54 Lotus 16, yellow, in original box. 3 bids and it made £42.00 (390438409813).

Altaya Scalex Tyrrell P34 F1, #3, Scheckter, MINT. 16 bids saw this sell at £42.11. A steal at this price, possibly worth double (271004896809).

Vintage Scalex Vanwall, C55 Type 1, yellow, VG Slot Car. 13 bids and it sold at £43.00 on the nose (300738657025).

Vintage Scalex Vanwall, C55 Type 2, round pin, green. 16 bids, sold for £45.00 (300738657519).

Scalex C3033 Ferrari 156, 1961, #8, yellow, hard to source. Sold for £45.00. Nice to see this member of the Ferrari clan starting to do well, previously ignored (200794034984).

Scalex D Type Jag, superb condition, in red. 9 bids, to be sold at £48.00 (221063344064).

Scalex Lotus Type 49, No. 5, Jim Clark – C3222, Limited Edition. This item was sold for £49.99. No info supplied ref. bidders, sold or donated, I'm not sure which. This item has sold for at least double and more in the past (290740984928).

These two items are probably from the same vendor, who should be happy with the results.

Vintage Scalex D Type Jaguar, C60, Type 1, yellow, VGB. 16 bids, price to sell at £52.00. D Types showing good form at the moment (271013291362).

Vintage Scalex C53 Vanwall, in blue, in original box. 1 bid, sold at £59.99 (390438410559).

Vintage Scalex C54 Lotus 16, green, boxed. 5 bids whisked this away to sell at £68.78. Can't think of anything more to say about these items (390438411365).

Vintage Scalex C54 Lotus 16, blue, boxed. 4 bids only on this item made a sale of £69.45. About time these particular models reached their true value (390438412762).

Scalex Collectable C61 Porsche, green, Type 1. BIN, sold at £75.00 on the nose. I once owned one of these, totally undriveable, required weights added in the rear end, but space available too limited (190698912243).

Scalex C3328 McLaren MP4-12C, Limited Edition, 2012 presentation. 1 bid, sold at £99.99. Nice to see this item maintaining its status (140793379685).

Scalex Vintage Car 1960s C69 Ferrari 250 GT, SWB. BIN £95.00. Sold. Nice price, nice car. (271004155573).

Pit Babes

Scalex QuattroX Xanivi MismoZ 2004. 10 bids saw this sell for £75.56 (160835770163). ⇨



Scalex QuattroX RayBrigg NSX 2004. 12 bids, sold for £79.77. Two popular results! (160835770561).

Aston Martin

Scalex Aston Martin, but not a James Bond item. 17 bids, sold at £150.00. (160837364677).

Scalex James Bond Aston Martin for spares and repair. 7 bids, item sold for £186.00. They never fail, do they? This one doesn't work, cut arches and no bullet screen yet it still makes almost £200.00 (320940974190).

Fiat

Fiat Abarth #36, TCR 1000 Alicaniz MB RT 1957 Scalextric type from Reprotect. 9 bids made £36.00. Bargain, in my opinion, lovely little model, buyer has really scored on this one (300738715289).

Scalex/SCX 1/32nd scale C31/C99. Fiat/Seat TC 600. 17 bids helped it sell for £215.00. Beautiful little car, excellent price (290731807638).

Other marques

ITES from the years 1970s to 1980s, McLaren M*** (Czechoslovak) . 2 bids, £15.99. Sold. Seller had several other cars from same manufacturer (140795115203)

1937 Mercedes F1 car by Airfix, original '60s model. 12 bids took this item to sell at £22.72. This item looks as though it was a very pretty car when first built and can be so again after a good clean. (Photo evidence only, otherwise a bargain for the price) (160832252310).

Scalextric Sierra plain yellow M.I.B. Very rare! 17 bids saw this sell for £128.13 (160839294025).

JOUEF (Playcraft) Champion Motor Racing, X352, (E Type), Jaguar Hard Top, black/white, boxed. 15 bids, item sold at £185.00. From the photograph image this looks in pretty nice condition, even though used. Price could be the right one for the model (170876364503).

Fleischmann Ferrari, red, #7, 1/32nd, new, rare. BIN sold for £194.95. No bidding information available, but the much maligned Fleischmann marque sold at a premium price (390319168279).

Scalex C-32 GT Mercedes 250 SL, boxed. 17 bids helped this item to sell at £410.00. Bidding started at 99p, re-listed due to non-payment (271013763389).

Fly Porsche 911 SC Rally El Corte Ingles, 1981 Edicion, Limitada, #99089. 43 bids, sold for £445.00. Finish on car is totally stunning, brand new, unused, limited run of 500 worldwide (150829638823).

Classic Industries 1966 124th scale Batman Batmobile Slot Car RARE! BIN £1,795.00. Sold. What can I say? 'Nuff said (290742170993).

Resin-bodied models

Probuild 1/32nd vintage 1960s Bill Thomas Cheetah Coupe No 8 Alan Green Chevy M/B. No bidding information. This item was sold at £139.99 (350581762238).

Probuild 1/32nd vintage 1960s Bill Thomas Cheetah CRO SAL Special Roadster M/B. No bidding information. This item also sold for £139.99 (350581760414).

Probuild 1/32nd Slot Car RTR-Ferrari 246F1, Phil Hill, #20. No bidding information. Item sold for £139.99 (350572966111).

Probuild 1/32nd Slot Car RTR-Lancia Ferrari D50 Fangio. No bidding information. Item sold at £149.99 (350581811340).

The above four items are superb examples of the limited production run type businesses in the UK and today the prices that have been paid for them are, in my opinion, spot on, although people will start to collect them and their price will go up accordingly.

Track, Kits and Collections

Scalextric/Airfix Ford Zodiac boxed 1960s. 10 bids saw this sell at £88.00 (300742718290).

Scalextric/Airfix MG 1100 boxed 1960s. This item, 15 bids, sold at £120.85 (300742718290).

The two items above might look a bit jaded, but both items run.

Scalextric/Airfix construction kit 1/32nd scale Ford Zodiac. BIN £125.00. Sold (190697887948).

Described as a "Huge track collection", 5 bids took this item to a selling price of £127.50.

In my opinion, a real bargain as it comprised of over 300 bits new or nearly new SCX winter lakes track and loads of accessories, and of course, is compatible with Scalex classic track (150845077965).

Very early SRM set, complete with Ferrari and Vanwall. 1 bid only, sold at BIN £300.00. My word, what a blast from the past! Anyone my age (don't ask) will immediately recognise the company logo with SRM located in the racing car's radiator. A real bargain (300739063506).

Scalextric vintage collection. 29 bids took this item to be sold at £1,340.00. Item includes some rare Scalex items i.e. Aston Martin Marshall's Car in good condition, 2 off Scalex Bentleys 4 ½ litre and Scalex Alfa Romeo, all in good condition. 20 models in all and in good condition, if not mint, so well priced (290730970760).

Lastly one that I missed from previous

months and worth a mention to complete a story as it had been mentioned before in this column and has now eventually sold was an "Ultra rare Scalextric car". This was the very rare white Vauxhall Vectra, body only, with a Noddy tampo print on the roof. Only one ever decorated in this way, you will not find another. 1 bid, £229.99. Sold (180881900999).

Don't forget that the maximum eBay seller fee went up from £40 to £75 (10% of £750) for private sellers during the month so eBay will be raking in more fees from those big ticket items now. Also announced are a raft of measures listed for business sellers in coming months which makes eBay seem increasingly like Amazon as free P&P will be one of the things highlighted in future listings.

Oh well, that's another month covered. The sun's gone in, my wife thinks it's raining, back to normal. See you guys again next month. ■

