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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Act IV Scene V

There is a quote from a certain William Shakespeare, that I am rather fond of, having studied him at both 'O' and 'A' Level, although I must confess that I didn't actually study this particular play. The quote is from Hamlet - "When sorrows come, they come not single spies But in battalions". Recently this could also be my motto, and perhaps of few of you members also in the current difficult times? The last few weeks in my life at least it would appear that what could go wrong has done, and a few other extra things besides, which has meant I have even less time doing what I enjoy but having to deal with, for want of a better word I can print, muppets! Just thinking actually as I am writing this, I'm sure I read Mystic Mog saying that May was going to be my month!

By the time you read this the Slot Car Festival should only be a few days away and hopefully the weather has also improved, given the rain we have had as I write this? The event I hope will prove to be another success, I wish the organisers well and I hope that you, the members will also be supporting the event by attending, although truth be told we were somewhat disappointed with the membership applications for assisting on the day on the Club tracks we will be running.

Remember, without your support for events the Club organises or indeed other events organised by external parties, such as the Slot Car Festival or swapmeets, the future of these events will be doubtful. We have in the past received criticism from some that these events are not in their locality, too expensive or there are not enough of them, but when events are proposed, organised and put on at some expense, but are then subsequently poorly attended by those very people who asked for them, where is the incentive for the organisers to continue?

So now I am off my soapbox, I hope you all enjoy the Slot Car Festival and of course the fact we have two long weekends to look forward to, maybe I will actually get down my shed for some peace and slot car related activity, oh..... maybe not because here comes Kermit the frog about to spoil my day!

So until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nscs.co.uk

By Pete Simpson

It had to happen: after several months of bumper reports from Margate, this month takes a bit of a down turn. To be fair, it's not so much due to lack of information from Scalextric but due to Karen and I taking a holiday in Paris. However, all is not lost as I regularly receive informative emails from Adrian Norman detailing new releases just prior to their arriving at the retailers. I rarely use this information as I've often seen, and reported on, the models a month or three beforehand but, as I had to forego a trip to the further regions of Kent, I thought I'd share some of the Hornby data and detail the development stages of a model. Add to this the added bonus of visiting Le Premier Specialiste Francais du Circuit Electric Routier, Anni-Mini, and the month was looking pretty good on the slot car front.

The images as presented in the catalogue are a combination of photographs of the actual car to be modelled, computer rendered images of the proposed release and professionally taken

photographs of an actual model. An example of the first is one of the next two liveries to be released of the MGB, C3312, the car as entered in the 1964 Sebring 12 hour race, although the photograph used in this instance is rather more recent.



The second format of catalogue imagery is where CAD (Computer Aided Design) images have been developed. The initial picture of the Sunoco Camaro, C3258, is a good example.

The next step from a fully CAD image is where an existing model has been modified to



present an indication of how the next version will appear. Here the Hotrod version of the Dodge Charger, C3317, is depicted lighting up its rear tyres: maybe a bit too literally!

If I get the timing of my monthly visit to Hornby correct, I generally have an opportunity to photograph models as they pass through the various stages of development from a white rapid prototype, an unpainted early production moulded example, a sign off approval version from the factory and finally a production version as sent out to the retailers.

Rapid prototype versions are rarely available, but so far the only examples of the 'Olly models have been witnessed at this stage. The distinctive layered appearance of the process can be ignored and a good impression of the designer's intended shape can be appreciated without the cost of expensive tooling.



The earliest example of any new model that I see is often built up into a representative car, frequently without a motor or guide. This provides the first accurate indication of how the finished model will appear and sit on the track.

Once a model has been decorated it is again submitted for approval, being fully reviewed for compliance to the design intent, licensee's wishes as well as build quality. When I photograph cars at this stage it is not uncommon for me to omit some aspects or views from the Journal where some elements or tampo printing may have to be revised. Invariably these tend to be small details which have been incorrectly interpreted:



it is usually uncommon for too many significant errors to be discovered at this late stage. Rather more awkward for the Scalextric design team are instances where the owner of the real car, having seen a model that is ready to be released to production, wishes the model to differ from the livery of the car as it was raced. It is not unknown for sponsorship deals to change between the period when a car was raced to when it is being modelled. These all have to be accommodated in order to preserve the relationship between manufacturer and car owner. The Merksteijn Porsche Spyder is a good example of Scalextric compromising the livery in order to be able to release the intended model.



Examples of this invariably lead to frustrating delays as the livery has to be revised and submitted to the appropriate authority for approval. With the level of attention to detail on each model, any differences in livery that are observed on a finished model are unlikely to be errors and are almost certainly the result of having to comply with licensing agreements. Some logos have to be omitted completely due to the uncompromising attitudes of the owners: it is for this reason that certain races' entries⇒⇒

are easier to replicate than others resulting in the specialist manufacturers being able to model vehicles whose licensing fees would be prohibitive for Scalextric. It will be interesting to see if the more successful of the specialist companies are able to continue to fly below the radar of corporate licensing.



Product Information

AUDI R8 GT3
Phoenix Racing
PORTA
Driver: René Rast and
Dennis Rostek.
No.77

Reference No: C3286

Type: Single car, crystal box

Class: Endurance

Availability: 2012

Features

- Super Detailed
- Head Lights
- Tail Lights
- Quick-change livery
- Magnetrax
- Digital Plug Ready

Configuration

Motor: M3000 5P
186 gpm
Gear ratio: 11.38

Chassis
Front Mounted Motor
Side-impact
Rear two-wheel drive

Magnet
Rectangular 2.5 x 1.5 mm
Down force: 277 gm

Overall length
143 mm

Wheelbase
63 mm

Wheel track widths
53 mm Front
56 mm Rear

Tyre diameter
27x60, 15x61, 10 mm Front
27x60, 15x61, 10 mm Rear

Weights
Car: 63 gpm
Case: 110 gpm

Scale: 1:43



The Scalextric model
The 10.5m R8 GT3 Longitudinal motorised model is based on one of the events at the famous 24-hour Le Mans circuit. The Scalextric car represents the No. 77 Audi R8 GT3, driven by René Rast and Dennis Rostek.

Features
Working head lights and tail lights. High detail interior and body elements. Magnetrax fitted as standard. Quick-change guide blade livery plate and the CPR facility for quick Digital chip installation.





Once the release of a model is imminent, Scalextric send out literature to the trade and interested parties: fortunately the NSCC are regarded as sufficiently trustworthy to share this advance information. The pack usually includes a pre-release data sheet of the forthcoming model, professionally taken photographs of a



pre-production model and a service sheet which gives details of all the parts. Examples shown here are the Product Information sheet for the Porta Audi R8, C3286, and the professional photos of Aston, C3293.

Within a week or two this information is also available on the Scalextric website so it is certainly worth taking a regular look for anything new.

The latest information to emanate from Scalextric is the identity of the Aston Martin which will accompany the Range Rover to be included in the forthcoming James Bond Freefall set, C1294. It will be an SR version of BMT 216A.

This now means that the cars to be released in the Skyfall 50th Anniversary Limited Edition set, C3268A, will be a black Range Rover and Aston DB5 registration BMT 216A. But will it have the working ejector seat and bullet proof screen of the 2010 Goldfinger release? With BMT 214A being released as C3163A later in the year, this 50th Anniversary set is definitely one for Bond fans; as soon as I learn more, it'll be reported here.





Although another eminent Club member has volunteered to provide reports on Adrian's racing progress I can't let the opportunity pass without providing an image of the two cars' schemes. This is typical of the computer generated images created for all cars at the early design phase.

And, just to prove it's not all confined to silicon cyberspace. Here's the real car in motion.



Anni-Mini

OK, I know it's a long way from Margate, but a mention has to be made of a rather special little shop in the south east of Paris. It has been

two years since Karen and I spent a holiday in Paris and visited the emporium of Anni and Michel. It was great to make another visit and purchase a few slot cars from such an impassioned couple. Unfortunately no new Pescarolo themed models were in stock, but a few other LMM models were. Despite the relatively poor exchange rate, these worked out cheaper than in the UK. So, if Scalextric fans will excuse this deviation and with apologies for transgressing into Phil Insull's territory, here's a photograph of these stunning models: the 2011 presentation Audi R18, the 1994 Le Mans Dauer, which won thanks to a loop hole in the regulations, Richard Attwood's 1969 Porsche 917 and the new GT40 from 1964. Whilst in the shop Anni kindly called her supplier and managed to find a Matra MS670 for me: alas she was unable to find any of the other obsolete LMM models. If any model that Phil reports on takes your fancy, don't delay in ordering an example: when they're gone, they're gone – or very expensive!

Of course, the vast majority of slot cars sold are Scalextric but Anni always has a selection of Limited Edition resin models, often produced by the French maestro Chris Deco. Indeed, some of Chris' masterpieces have been commissioned specially for Anni and sold under her "Any Slot" brand. If you are ever in Paris, a visit is a must: passion for slot cars will easily overcome any language difficulties.

Next moth I'll return to a more traditional "Messages" but until then the cheese, red wine and Baguette beckon. ■





May brings a host of cars from around the world. Look out for these and more at this month's Slot Festival at the Heritage Motor Centre, Gaydon, Warwickshire on Sunday 20th May 2012. A chance to try out your favourite Ninco cars on a variety of layouts and cheer on the brand in the Battle of the Manufacturers!

Italian Flair

New for this month sees the launch of Ninco's newest model, the Lancia 037 Rallye. An instantly recognisable car in

Martini livery (50582), this car found fortune on the Group B rally circuit in the early eighties claiming the constructor's title for Lancia in 1983. This car raced under a number of liveries during its "works" life which was cut short by the onslaught of four wheel drive machines. Ninco are also set to release that of the Olio Fiat (50602) car too. The purposeful design can be accredited to Italian race car house, Abarth. The Ninco product is believed to have an in-line motor configuration and remains true to the real car with two wheel drive.





French Fancy

France is behind the next offering from Ninco with the new Renault Megane Trophy “Tutto” (55055). Released in Ninco-1 trim, this adds to the already healthy grid line up for the Trophy series. If tweaking the entry level vehicle doesn’t appeal, it is worth noting that the body is fully interchangeable with the Ninco-S chassis. The full scale Megane Trophy Series starts this month but unfortunately does not include a visit to UK circuits.

American Muscle

The last three cars all hail from “across the pond” and ooze American muscle. This wild bunch consists of two Chevys and a Ford. The meanest looking car is without a doubt the new Chevy Camaro “Ultimatum” (55057). The angles and curves combine to give a futuristic look about it. A worthy adversary to this mean machine is the equally powerful Ford Mustang “Crazy Horse” (55059). A base black body is the



canvas for a vivid outline of a fiery mane horse head emblazoned across each side in bright lime green. Two wide stripes run along the centre line from front to back confirming its racing pedigree. Finally, a comparatively normal Chevrolet Corvette GT3 “China Exim Bank” (55061) in bright red livery dotted with yellow stars.



Wanted *Read and Alive!*

I’m after a spare copy of this year’s January edition of the NSCC Journal. If anyone out there has a spare copy, please do get in touch with me (*a “reward” is on offer!*). Please email ninconews@nsccl.co.uk with January Journal in the title. Thanks in advance and hope to see you at Gaydon? ■





This month we have brief details of the latest announcements from Flyslot: three cars and two more supertrucks. Unfortunately, no pictures of the actual models were available at the time of going to press. All models are available to pre order.

The Porsche 911 which competed in the Trofeo Race in 2011. It carries the distinctive Gulf colours and was driven by Antonio Sainz and Janvier Martinez. Fly reference number is 036101 and the price is £49.95 or less.



The BMW M3 from the Auto Maass Kamei team which participated in the DTM race series for 1988 and driven by Kurt Koning and carrying race number 14. There was a huge field that year in the German Touring Car Championship including a large number of M3s which competed against various teams with

Mercedes 190Es and Ford Sierra RS500s. The Fly reference number is 038101 and the price is £49.95 or less.

A further Fiat Punto to those mentioned on these pages previously. This one depicts the four wheel drive version as entered in the Monza Rally Show in 2008 carrying race number 48. The car was driven by the young Spaniard Jorge Lorenzo (who is the Fiat Yamaha team-mate of MotoGP world champion Valentino Rossi) and Daniele Romagnoli. Fly reference number 703103. This is cheaper than the other cars at £39.95 or less.



Of particular interest to truck racing fans are two further trucks. Firstly a Sisu SL250 with Fly reference number 201101 and another version of the Man TR1400, this time in Gulf colours carrying race number 14. The Fly reference number is 203103. Both trucks are £64.95 each or less.

Thanks to Terry Smith from Gaugemaster for his help in compiling this article. There will be further details and pictures once this information becomes available.



PORSCHE 911 TROFEO RACE 2011
ANTONIO SAINZ / JAVIER MARTINEZ
REF 036104



BMW M3 DTM 1988
KURT KONING
REF 038101



SISU SL 250
REF 201101



MAN TR 1400
REF 203103

I hope the Slot Car Festival at the Heritage Motor Museum goes well; I am regrettably unable to be there this year due to a holiday in Cornwall.

Finally a slight digression, take a look at www.slotmods.com This American firm builds bespoke slot car tracks. The tracks are very detailed and also very expensive. In particular check out the track built inside a full scale model of a Porsche 917 in Martini or Gulf colours and

ask yourself why, even if you had the money (£72,250) and the space, would you want one of these? ■



Last month I started off with news from my old friend David Yerbury at AA Models new releases, well they're now built up and I'm hoping to do reasonably well with the 1955 Frazer Nash Sebring in the under two litre class at the upcoming MRE Pre1960 Le Mans Classic meeting at Wolves. I've done mine based on the Stoop/ Becquart #35 entry which finished 10th in 1955 having covered some two hundred and sixty laps. Chassis is a Penelope Pitlane competition in-line with a NSR King Evo motor and Slot.It axles, gears and guide, wheels and inserts are PP.



AA Bodies Frazer Nash Sebring 1955

The other two are the 1955 Ferrari 121LM, which I have done as the #3 Magioli/ Phil Hill car also from 1955 which retired due to clutch failure after nine hours and the third is the successful Porsche 718RSK based on the #29 Behra/ Hermann 1958 entry which finished a fine 3rd overall and won the 2,000 cc class.

Gareth (AKA Choc-Ice) at Chase cars seems to be almost complete with his 1972 Cadillac and is now on the artwork for his 1974 Dodge Monaco Blues mobile, while George Turner at



AA Bodies Ferrari 121 LM 1955 and Porsche 718 RSK Le Mans 1958

GT Models is in a similar position with his Group 44 XJS and Alfa Romeo 158. Steve Ward at Penelope Pitlane now has his new MG Midget/Austin Sprite kit that has a both hard top and grille options ready complete with a new chassis to go with this kit here is a picture of Steve's first three in hard top, and open top versions and his own modified Asheley style nose based on a car he once raced himself.



Penelope Pitlane "Spridgets"

I also told you last time about Dave Capelen's new SMK Slotcar concern with a proper scale TR7 and Clan Crusader, well here they both are. I cheated a bit with the Clan Crusader in as much as I just blacked out the windows rather than fitting an interior although



SMK Clan Crusader

I have opened out the TR7 and fitted the “glass” provided and my own lightweight interior. The Crusader livery is made up but based on a couple of Clubman photos I found on the Net, while the TR7 has been painted red in the hope that DMC decals will decide to produce their excellent Tony Pond rally version decals in 1/32 as well as in the 1/24th scale they currently do them in.

On a similar note Steve Francis has mastered the new Volvo 122 Amazon which is out now and will be available from SMK, I have two to build up and the shells are fabulous – my middle brother had one of the Amazons when I was a kid and took me to speedway matches all over the country in it so I have great memories of the car, I should hopefully have one or both built for next time. Steve is also currently working on masters for a SAAB 900 Turbo which should be out later in the summer. Not to be left out Pendle Slot Racing has a new resin kit of the Sunbeam Alpine with extra detailing parts and these are available right now. One car I couldn’t resist slipping in is another of my backlog of old Pre-Add kits this time it is an Alfa Romeo P3 Monoposto based on the #2 car driven to a win in the 1935 Circuit de Biella meeting by the legendary Tazio Nuvolari. This one uses a modified PP SM1s chassis, together with PP wheels and inserts and I’m grateful to my friend Eddie Grice for showing me how he made his front axle from piano wire, which I have copied. ➡➤



SMK TR7 V8



Pre-Add Alfa Romeo P3 Monoposto 1935

Pictured next is my CSC Maserati 300S depicting the #12 Scarlatti/ Bonnier entry from Le Mans 1957 that retired due to clutch failure after seven hours, this car again has been built for the upcoming MRE Classic meeting and has required modifications to the body shell and exhausts in order to utilise the PP Competition in-line chassis and NSR motor. Slot Classics have announced their next release this being the OSCA MT4 as driven at Le Mans in 1954 by Peron/ Giardini. The pretty little #42 car running well in its class covering two hundred and forty three laps before heartbreakingly being involved in an accident in the last hour. Also new are two Porsche 907 LH entries from Le Mans 1968 by GMC, these are the #66 Steineman/ Spoerry car which finished 2nd having completed three hundred and twenty six laps and the sister #67 Buchet/ Ling entry which was disqualified after one hundred and



CSC Maserati 300S Le mans 1957

two laps after having had the starter motor illegally replaced. The last new RTR resin car this month comes from BSR and is the Ferrari 125/166 from 1948 and is available as the #1 or #10 entry. Not one of my favourite Ferraris with the big chip cutter grille but a very important car as one of the models that started Enzo off as a manufacturer in his own right.

On to more mainstream RTR's and NSR have the #2 Audi R18 from the 2012 Sebring test and the #19 Corvette C6R from the Oscherleben ADAC GT Masters 2009 both available now, while MR. Slotcar have the famous 1991 Le Mans winning version of their Mazda 787B available in the UK.



Mr. Slotcar Mazda 787B Le Mans Winner 1991

Avant slot have now released their Opel Manta in #3 Rothmans livery as driven to 2nd place in the 1983 Manx International by Vatanen/ Harryman, expect the winning Henri Toivonen sister car at some point in the future no doubt. They have also now released the #31 PWRC Mitsubishi Evo of Araujo which took the class win and finished 18th overall in the 2010 ADAC Rally of Germany, and the 2010 Rally Cantabria winning #3 Subaru Impreza of Ojeda along with a very special version of the 2007 Le Mans winning Audi LMP10 which has been developed by slot champion Dan Orozco as part of Avant's Ultimate Race Cars range using the 35,000 rpm sprint motor, ball bearings, carbon axle and loads of other specially developed race parts.



Avant Slot Opel Manta 400 Ari Vatanen Manx 1983

My good friend Milan at MTR32 has now produced his version of the 1991 Sauber Mercedes C11 as the #1 Le Mans entry driven by Schlesser/ Mass/ Ferte, which retired due to engine problems after three hundred and nineteen laps, as ever Milan couples his super detailed light weight bodies to his high precision racing chassis for a great looking and great performing slot car.

Finally this month we finish with 1/24th scale and the release of Scale Auto's new Mercedes SLS GT3 as the #738 entry from the Nurburgring in 2012 and B.R.M. have two new Porsche 962C's these being the #55 Schuppan

/Elgh/ Mastumoto Omron car and the #8 Bob Wollek Camel sponsored car from the Kyalami 500 Kms. ■



MTR32 Sauber Mercedes C11 Le Mans 1991

Horsham Pizza Italia 2012

By Chris Holt

So, where then is Europe's must visit destination at Easter? Well if you're looking for Sun, glamour, fast cars and more fabulous food and wine than you could possibly imagine? Horsham, West Sussex of course! Where else?

For the second year running, the NSCC put up a fabulous track in Horsham's Swan Walk shopping centre as part of what has become the South East's biggest free event over the Easter Bank Holiday period.

Last year 100,000 people flocked to the three day extravaganza to celebrate all things Italian and this year there were even more with event organisers estimating a 15% increase in town centre footfall!

The Thursday prior to the event saw frenzied activity in the prime location position of the Club track, as preparation of the digital layout and displays for Fridays anticipated crowds took place. Here, big thanks must go to Paul Yates and Richard James for their hard work in ensuring that the track was ready to roll and that the Club was represented in an



interesting and professional manner. So as dusk fell on Thursday evening, all that was left to do was to wait for the event to start!

Friday then brought sunshine and thousands of people to the town, and what a treat they had in store! A tremendous Italian Market, more Italian themed street theatre than you could throw a stick at, Italian wine tasting (to name but some) and for the petrol heads around 200 Ducati-led Italian motorbikes and over a hundred shiny Ferraris to drool over! Blinding!

The NSCC track started busy, and was kept busy all day with one hundred and fifty plus wannabee Jenson Buttons having a bash at the challenging circuit and again thanks must go to all the volunteers Paul Yates, Elysabeth Yates,





Richard James, Jeremy Naylor and Ian Miles who suffered the heat and frantic activity to help make the day a resounding success.

Saturday saw more of the same only this time the Ferraris were replaced by some fabulous Minis, old and new in the Italian Job Mini Run, always popular at this event as was the NSCC circuit!

A steady and excitable stream of budding world champions queued to try their hand at some 'proper' racing! Paul Yates, Elysabeth Yates, Richard James and Peter Simpson struggled to keep up with the demand, and



another one hundred and fifty plus drivers of varying abilities whizzed around (and under and off!) the circuit.

A well earned day off for everyone on Sunday gave way to a rainy Bank Holiday Monday. Well, it might have been wet, but it certainly didn't put off the hardy folk of West Sussex as record visitor numbers poured in to the town to see the Italian Supercars!

De Tomaso, Lamborghini, Zonda and Maserati were represented, along with Alpha Romeo, classic and new Fiat 500s and coupe. A great draw also were the modded up Vespas and Lambrettas, a hundred mirrors doing their best to sparkle in the gloomy weather!

There were Italian cookery competitions (judged not only by my lovely wife, but also by the BBC's Ready, Steady, Cook judge Tony Tobin), an Italian wine trail, Opera and more tenors singing than you would normally see in a lifetime! And that's only scratching the surface!

Our stalwart volunteers Paul Yates (again) Peter Solari and Ian Miles had a really busy day as being indoors and therefore in the dry proved to be an extra incentive for people to have a go, and another one hundred and forty five happy, smiling faces were to be seen exiting the track ➡➡



area trying to explain to their dads (or wives!) how essential a slot car circuit really is to domestic harmony!

All in all, a highly successful event once again for all concerned and specifically great feedback from the Horsham District Council for the NSCC participation in the weekends activities, and they are keen to get us back again next year.

The Club raised a significant amount for two of the local charities (namely Sussex Air Ambulance and Chestnut Tree House), which was fantastic whilst also raising awareness of our hobby and importantly our great Club! Win - win!

If you are reasonably local to us here in Horsham and didn't get here this year, come and see for yourself next Easter weekend you will not be disappointed!

Thanks to all who helped in the planning and organisation of the event, in particular to the Club volunteers, the Town Centre Manager and his dedicated and always enthusiastic team and the Management of Swan Walk. I Mustn't forget Carmelas' restaurant that kept body and soul together for the Club volunteers by feeding them with the best Sicilian food that the town offers, but finally of course to Paul Yates and Richard James, the stalwarts of the Promotion team of the NSCC. ■



Scalextric Back In Havant

By Cedric Whiting

The Spring is an arts and heritage centre in Havant. Of course Scalextric used to be made in Havant until 1972 and is considered part of the town's industrial heritage. Many other big names have also been located in Havant, and the area has more traditional industries such as paper making. On the 29th October 2011 the Spring hosted a Heritage Fun Day, a celebration of local industry. One of the main products to be celebrated was of course Scalextric. The museum already has a fine collection on display including mint boxed tinplate cars.

The plan at the museum was to encourage people to bring their own Scalextric down, set it up and race. Kate Saunders, Heritage coordinator of the museum emailed me and asked if the Solent Slot Car Club would like to be involved. I suggested that we could present a display of pre-1972 Scalextric. We had never done anything like this so Kevin Rowe and I crated up lots of our collection and headed off very early to the Spring on that Saturday.

We had the whole Mezzanine floor to ourselves and as many tables as we required. Kevin had found some display shelves and some

black and white checked cloth that we could use. We built a small figure of 8 track as Kate had specifically wanted the Scalextric to be shown working to the public. This meant using a PAT tested power supply, luckily we have plenty in the club room. I also had to write a risk assessment for the event as well!

We displayed at least one example of most of the cars of the era, many with their boxes. We raced them for the entertainment of the visitors. The motor cycle and side cars were popular for their novelty value and they raced surprisingly well. The buildings were shown with their boxes, which included the control tower, event board, medical hut, grandstand etc. We had some sets including the early ones with rubber track and a you steer conversion set. Catalogues and other literature were also laid out to view. Some non mint copies were put out so people could thumb through them. Lots of other accessories were included, a starter on his rostrum, track side signs, Start/Finish banner and specialised boxed track sections such as the Goodwood Chicane were also shown.

The display was well received but the biggest surprise was who was learning from whom. There are still many families in Havant connected with the production of Scalextric and it was they who turned up and told us their stories. I expected to be telling people about Scalextric but information was flowing in the other direction. One visitor, was actually in one of the 60s catalogues as a boy.

It was a great fun day and a good use of the collections. Over three hundred people came through the door and they also saw other local industries represented including a display of ladies under garments! I would like to thank Kate Saunders of the The Spring for this opportunity, and hope that the event may well be repeated in due course. ■



Scalextric Being Tested in Havant, photograph by Mrs B. F. Francis

Book Review - Digital Slot Car Racing in 1/32 Scale by Dave Chang

By Steve Langford

Firstly I thought it may be an idea to state my background before I start my first ever book review, so those of you who perhaps don't know me so well, can perhaps understand the angle from which my opinions are formed.

I have had Scalextric slot cars for over forty years now and still have my original set 80 and cars tucked away amongst the many other examples of most makes I have collected over the years, particularly the last twenty years or so since joining the NSCC. Whilst I would consider myself more of a collector than racer, I do run a small club once a month and have done for nearly ten years now using a Ninco 4-lane analogue set up, though racing is done on a fun level and more of an excuse for me to get some cars out for a spin! This track setup has proved to very durable as it is assembled and disassembled every month and has still the

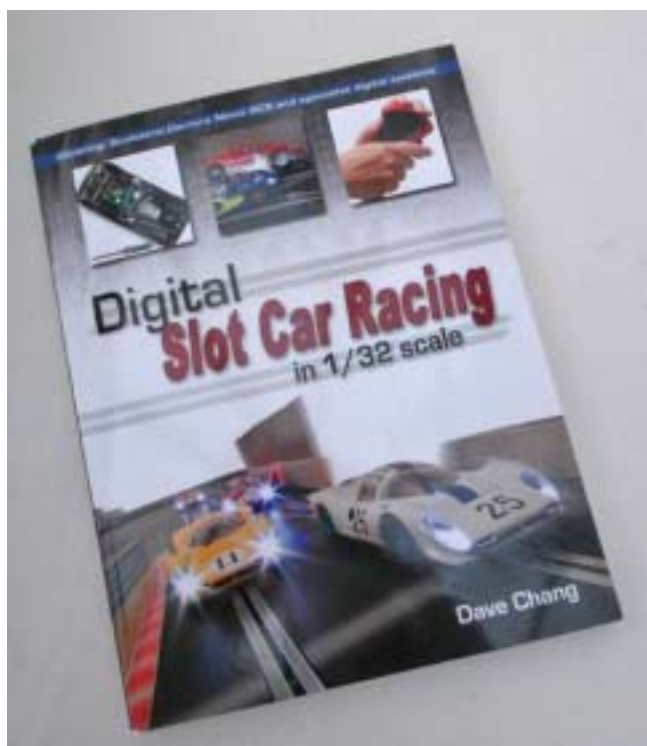
original bits I first used when taking on the club. Therefore I was very interested in taking the opportunity to review this book as digital will be something we may consider longer term for the club. I have experienced digital racing before but only on the NSCC Hornby weekend and a trial go on the SCX system a few years back at a Toy Fair, so I do know a little about the main subject matter but hopefully there would be something new for me to read about in this book.

I have met Dave Chang before and seen him give some talks on slot car tuning at various events so I know he knows his subject and thus it was no surprise really that my initial reaction to getting the book in my hands was that it looks and feels like an excellent development from his previous book "The Slot Car Handbook" which I had purchased when it was first released. This new book has a similar soft back format and size but on checking the stats it is twice the size at some two hundred pages, and with over three hundred colour illustrations it was not going to be a one night read especially as I am no avid reader anyway (unless it is reading about slot cars of course!)

The book is divided into three parts. The first part is a small five page "Welcome to Digital" introduction which is followed by Part 1 that deals with digital principals and takes up about a third of the book. Part 2 takes a closer look at the individual systems from all of the major manufacturers as well the more specialised commercial systems that are available.

Welcome to Digital

I found the introduction part "Welcome to Digital" just about right in content and →





background to grab my attention even though much of this information was familiar to me and it would be essential to many readers particularly those who were potentially new to the slot car hobby let alone digital racing. There were no assumptions about the reader's slot car historical knowledge and it was good to see the first of many information boxes throughout the book that explained for example in this first case why "Scalextric is not always Scalextric". To the many learned in our NSSC ranks who know this is when it is branded SCX or SuperSlot in Spain, it may be of little use, but if the book is to appeal to a wider audience I think this kind of information is necessary. This text was accompanied with a "History" icon. This is one of five icons used throughout the book with the other ones covering "Technical Advice", "Procedures", "Information" and "Projects" and they proved most helpful in digesting the information particularly in part 2 of the book.

Part 1 Digital Principles

This was divided into nine chapters and started out with "Getting Up and Running Straight Away", which at only three pages left me wondering what was going to be in the rest of this part as the picture painted seemed to say this digital 'lark' was all straight forward to get going, which in reality it is once you are used to a system.

The next chapter described how digital slot racing works in quite technical detail between the different manufacturers systems (Scalextric, SCX, Ninco and Carrera) and was followed up

with "High Performance Systems" details about Slotfire, Davic, BLST, Scorpius Wireless, Slot.It oXigen and PB-Pro. The rest of Part 1 had chapters on all aspects of digital racing with details on the extra functionality, designing of circuits, racing, maintenance and setup and probably most importantly for a lot of readers information about switching between analogue and digital. This was backed up with comprehensive notes and pictures as to how to achieve this and would perhaps seem somewhat daunting and unnecessary to newcomers to the slot racing hobby as they may go straight for a pure digital setup anyway, but in my eyes it is essential know how for those looking to change up from analogue. There was reference to what worked with what system and limitations but this would be dealt with in more detail in Part 2 of the book.

Part 1 finished off with a very brief chapter looking at other scales mainly in reference to Carrera systems and pointing out the pitfalls of going both up and down in scale with digital systems.

Part 2 Digital Systems

This starts off with a chapter on "Choosing a System" and explains the difference between the four main manufacturers systems and though whilst touching on cost aspects of a set up it does not give any indication as to what that actually might be. This is probably the one area of criticism you could say of the book, all be it very small, that a newcomer to the hobby may want to be aware of cost particularly after deciding on a system that may not be widely





available in their country/market. (I know cost is an important factor as only last week on a visit to a model shop and looking at the Scalextric shelves a fellow customer remarked that £500 for the top of the range Digital Scalextric set was far too much money for in effect a kid's toy!) The chapter finishes with a very useful double page table comparing all the systems and their functions and is probably the most important two pages of the book (pages 84 and 85 if you want to go straight there) in helping you decide what system to go for if in effect you are starting from scratch in looking for a digital system.

The rest of the chapters in Part 2 deal in some considerable detail about all the various systems and I suspect will not be of interest to every reader particularly if they already have the legacy of an analogue system and are just using the book to see if they want to upgrade to digital. I did persevere through the rest of this part though and it was interesting to understand the chequered history of some systems like Carrera for example, as well as the potential and



all the detailed explanations, pros and cons of each system. I found it all clearly laid out and a trouble shooting section at the end of each manufacturers chapter would ensure the book would be returned to if the reader later experienced problems with their chosen system.

Part 2 ended up with a comprehensive chapter on "Software" describing race management systems and track design and again a neat table showing what worked with what system. The book finished with a glossary and important links so any newbie to the hobby had all the information they needed.

Summary

Overall then I must say I was very impressed with this book even though I feel I will stay an analogue devotee myself for the time being at least. The book clearly lays out all the options, and is essential reading I would say, if you are going to jump into digital racing at club level, just about to start in this great hobby and will even help those already who have just taken the digital route with its tips and advice. Personally though I am not sure how many people will want to pay £18.99 for the book if they are not serious about the hobby already, which is a great shame as Dave has produced a fantastic book to promote the digital side of the hobby and getting all this information in one place has been no mean task.

So even if you are not into digital racing I would recommend putting it on your birthday or perhaps Christmas list (f you can wait that long) as it is a good read particularly if you are technically minded, and I think this book will be looked back on in years to come as the digital reference book, just as one or two classic books on slot racing from the sixties are viewed today.

I hope you enjoyed my ramblings and lastly thanks to Dave and The Crowood Press Limited for arranging a review copy for the NSCC. The book is available now and can be obtained from all good book shops and the usual online retailers, such as Amazon, also Dave maybe at the forth coming Slot Car Festival so you can always approach him for a signed copy of his book and of course discuss the content with him direct.

Crying WOLF! Building Scheckter's 1977 Monaco WR1 Wolf winner

By Ian Howard

I have always been a huge fan of the 1977 WR1 Wolf driven to victory at the Monaco Grand Prix in 1977 by Jody Scheckter. Polistil and various vac formed body companies have had a stab at building the car, but I wanted to build my own car that conformed to the Heart Of England Grand Prix series regulations and looked truer to the original car than any of the previous attempts. After a good rummage through my spares box I found that I still had a scrap Renault RS01 bodyshell that I had for Christmas way back in the very early 1980s. It was in a very sorry state and I must say I felt that it had languished for too long in the spares box and deserved a new lease of life.

After looking long and hard I thought that it was possible to "cut and shut" the RS01 into a WR1.

I started work on the bodyshell by cutting the top surfaces on the sidepod and joining them

together. I also trimmed down the bodywork behind the driver and added some filler around the windscreen to emulate the basic shape of the WR1.

I filled the inside of the side pods with Milliput and in this image you can see where I've reprofiled the left hand side pod to give a more "Wolfish" appearance. The excess filler on the inside of the body was machined back later on in the build to save weight.





During the build I always find it useful to temporarily assemble the car to look at proportions. From this picture you can see the roll bar is in the wrong position as is the front axle location. Luckily you can see that I've no need to scratch build a rear wing as the WR5 Scaley version is already a perfect fit.

I then "cut in" the chassis pan to the body shell and moved the front axle forwards as well as cutting out the existing front radiator housing to make way for new one. The front axle will be held in position using a 1/8" axle tube, which will also improve handling immeasurably.

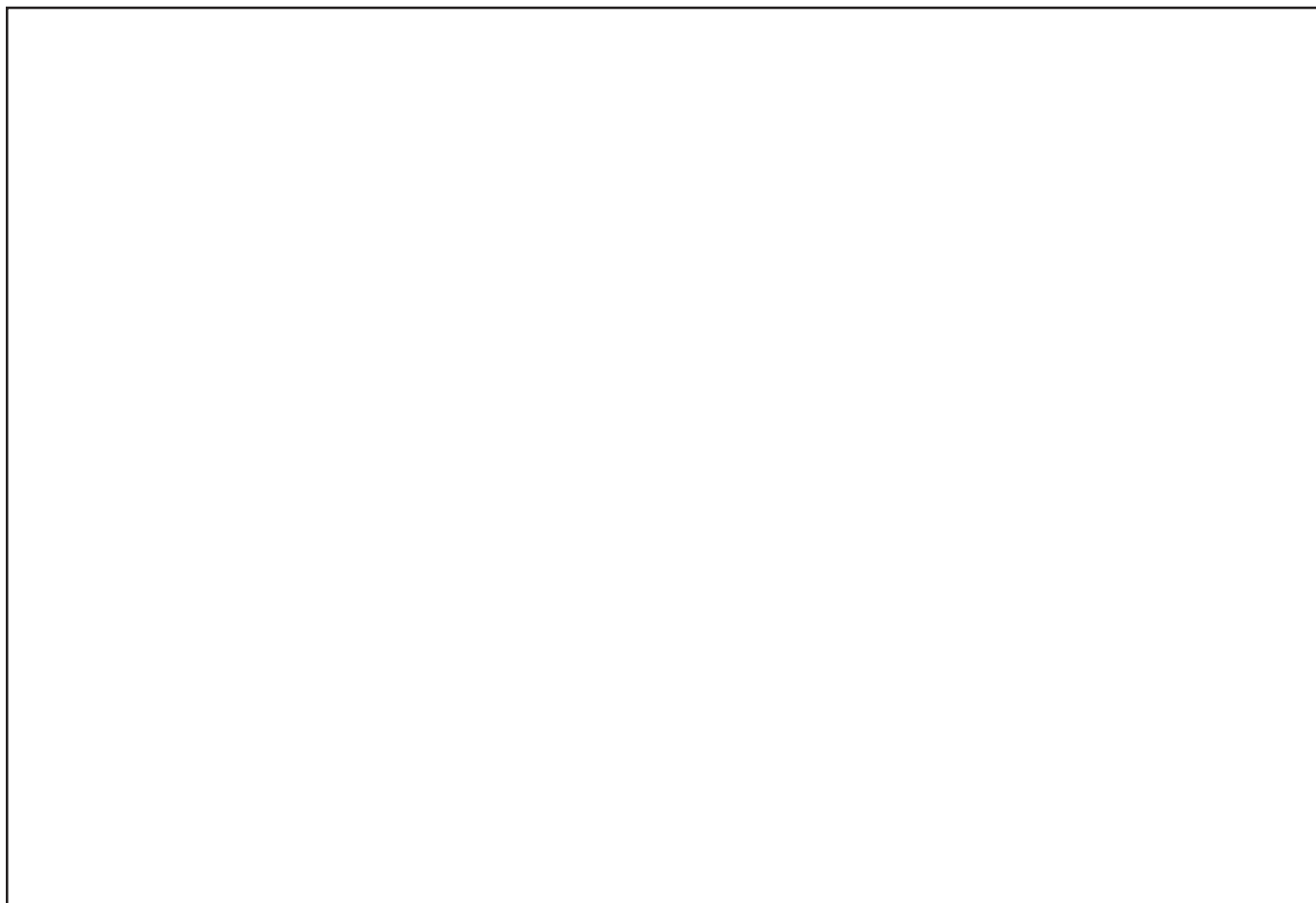
In this picture you can also see where I've re-



shaped the engine cover roll over bar which enabled me to install a full body driver. Luckily the Johnson motor fitted perfectly without need to undertake any fiddly chassis or body modifications.

By cutting small sections of Plasticard I was able to fabricate the front radiator inlet cowl. What helped immensely were the scale plans freely available from Carblueprint.com.

I find that putting some primer on at this stage helps me to truly "see" the shape and proper dimensions of the car. It also helps to identify any bumps and dips which may need a quick skim of filler to put right. ➡





Some small sections of “plastruct” tube cut at the right angles and glued and filled to the body formed the wing mirror fairings.

Its barely a hop skip and a jump to the finished product from there onwards. The carb inlets are salvaged from a US Muscle car interior that I picked up at Milton Keynes swapmeet followed on with some simple carb inlet filter meshes made from an old Scalex barrier flagpole which was cut in half, shaped and painted gold.

I then hand painted the engine details and fabricated the extinguisher using a small section of axle tubing wrapped in some red insulating tape. Front suspension arms made from gardening wire were fitted/painted and the driver figure was from a McLaren M23 (obtained for pennies from the MK Swapmeet). Side radiators are an image down loaded from the internet and scaled to size mounted on thin plasticard before gluing into place.

What made a real difference is the beautiful livery decals from INDYCALS in the USA. A wonderful decal product that is highly detailed, a joy to apply and cheap as chips.

The decal set also included the drivers



helmet details, which is a nice touch. The tyre decals are available separately, but once again add that finishing touch that’s hard to create any other way.



Inadvertently I’ve actually created a superbly handling chassis! Don’t know how but usually I find you need to adjust ride heights etc. but straight out of the box the WR1 is a little beauty!



I’m really pleased with the results and I’ve had some silly offers from collectors who want to buy the car. I’m sorry, but this is one Wolf that’s going to stay in my pack! ■

Me And My Magazine Collection - The Finale

By David Yerbury

Well it is true there is a Fairy Godmother out there. Believe it or not like buses you wait for hours then two come along at once. My thanks to Stephen Langford of eBay Watch fame for the heads up, I'm glad someone reads these articles.

When you have been looking for something for your collection a while that animal takes over and there's no stopping him. The magazine I was after surfaced in New Zealand and of course I just had to have it, and yes I did pay that for it. Why didn't I wait for the one that came up days later in the UK for the princely sum of 99p? The answer to that is obviously unprintable!

Anyway there must be a moral to this story but I am past that. I now sleep like a baby and have stopped trying to count magazines to get to sleep. I do thumb through the magazines from

time to time to make sure the collection is still complete. I might refuse to open the door to anyone in a white coat, my doctor assures me the tablets will work given time, I am sure normal service will be resumed in the near future?

As both John and Stephen point out, the purchasing of old magazines can be a minefield with some unbelievable highs and lows. Glad to say now I have them all the stress level has dropped to nearly zero.

I'll pass on the four page supplement which I was not actually aware of. I think my sanity has been tested enough in my search to complete the sets I have, so no further searching will be undertaken, or will it? ■



NSCC Spring Time Quiz - Part 2

By Pete "Quiz Master" Simpson

This second part of the quiz complements last month's questions by expanding the scope to include other brands of slot car manufacturers, both mainstream and specialist. Again, the questions are based on reports in recent issues of the Journal although a little bit of lateral thinking may be required.

1. Whose digital system requires a special electro-mechanically operated guide?
2. What do the letters LMM stand for?
3. Slot.it's digital system is compatible with SSD, but what is it called?
4. Which manufacturer is ahead of the groove?
5. On which plastic track system are 1/24th scale cars designed to be run?
A bonus point for knowing the name of the earlier Scalextric system in this scale.
6. Which long standing slot car manufacturer was recently resurrected in Germany?
7. Which Parisian shop commissions and sells cars under the Any Slot banner?
There's another bonus point for naming the manufacturer.
8. The manufacturer named in question 7 also sells slot cars and kits under three brands of his own.
A point for knowing each.
9. Which plastic kit manufacturer is venturing into slot cars, beginning with two crime fighter's transports?
10. Which slot car magazine has adopted the same car as a certain replica owners' club as its 10th anniversary model?
11. What is significant about the Slot.it models presented in orange boxes instead of jewel cases?
12. Who now runs the Milton Keynes Swap Meet?

Now you have completed both parts of the quiz, your completed and of course correct answers should be sent to the Editor, via email or post (contact details on page 1) to arrive no later than the 10th June 2012.

As mentioned last month, winners will be notified by the end of June and their prizes posted out as soon as possible thereafter. All winners will also have their names published in the July Journal, so good luck and get your entries in! ■

Slot Racer to Silverstone Racer

By Roger Gillham

As you may have seen in the recent press release 'our Adrian', Scalextric's ever helpful and knowledgeable Consumer Promotions Manager decided that being a successful slot racer is not enough and he is trying his hand at the real thing. We wish him all success. He is competing in the BMW Mini Challenge which is being contested over twenty races at Silverstone, Brands Hatch, Donnington Park, Snetterton, Castle Combe and Oulton Park race circuits.

The car is basically a standard BMW Mini Cooper but stripped out and fitted with a full race safety cage with other modifications to comply with the BMW Mini 'Club Class' regulations. The main changes include a six

speed gearbox, race exhaust, a 'John Cooper Works' cylinder head plus Bilstein suspension and modified brakes.

The car has been campaigned successfully previously by Patrick Mortimer and in 2011 gained one race win, a fastest lap and many podium finishes, Adrian certainly has the right equipment. Patrick has now stepped up to the 'John Cooper Works' class this year and is also Adrian's team mate in Team Scalextric. Both cars carry the very attractive Scalextric livery. Sponsors include Lemon Creative, Thomas Neile (Photographers) Threepipe and Ladd Electrics.

The two team Scalextric BMW Mini



Adrian outside the paddock garage



Adrian's new office

Cooper Challenge cars are prepared professionally in Thetford, Norfolk by Advent Motorsport.

Adrian has gone about his entry to a full season of competitive motor racing in a most impressive manner. To gain experience of fast circuit driving he has undertaken several track days at Brands Hatch and Lydden Hill racing circuits using his personal Mazda RX7 FD35. This really is a minor supercar and now fitted with a single large turbocharger and boasts 400 bhp. Other modifications include a full aero kit with custom spoiler and of course uprated suspension and brakes. In addition Adrian competed in the Snetterton 12 hours endurance race in November 2011 in a Mazda MX5, this gave him extremely useful experience of close proximity racing. Adrian will know this circuit well and this should prove to be an asset when he races there in June/July.



At speed!

His first event was quite a baptism as it took place at Silverstone using the fast full Grand Prix circuit! Adrian had a qualifying session followed by two 10 minute races and naturally drove sensibly to learn the correct lines and corner speeds. Whilst not on the podium he managed to improve his lap time by 2½ seconds.

The season's race programme is as follows:-

Silverstone GP - 14th April- 2 Races.

Castle Combe - 7th May - 2 Races.

Brands Hatch Indy - 16th/ 17th June - 3 Races.

Snetterton 300 - 30th June/ 1st July - 4 Races.

Oulton Park - 28th July - 2 Races.

Brands Hatch GP - 15th/ 16th September - 3 Races.

Donington Park - 6th/ 7th October 4 Races.

Adrian's race number is 8 and his team mate number 15. To follow their progress throughout the season go to the race organisers' website at www.minichallenge.co.uk. And also on Facebook/Scalextric, Twitter@Scalextric and TeamScalextric, YouTube and Flickr, of course you could go to an event near you and support him in person! ■

Bolwextric 12-Hour Charity Endurance Race

By Peter Simpson

Due to the long hours, and many miles of travelling each week for work, our weekends are carefully arranged to maximise the best use of the precious hours spent together. So it was that on the second Friday in March we'd planned to have a quiet meal at the local restaurant in preparation for a weekend making serious progress at the allotment. When we got home I just had time to check my email prior to curling up on the sofa for a nightcap. I was pleasantly surprised to see a mail from Peter Solari. However, the content had the full potential for causing an upset if blessed with a less understanding wife: his friends' family commitments meant they had pulled out of attending a 12 hour charity race at Bolwextric on Sunday and therefore a last minute search for replacements was underway. Having explained Peter's dilemma, Karen was suitably encouraging in my disappearance for a sizeable chunk of the weekend. She preferred to remain at home alone to the stresses of racing toy cars. Having agreed to spend all of Saturday digging in preparation for potato planting, Sunday was all mine to do as I wish!

A little bit of research revealed that the Bolwextric charity race is an annual event and

has been successful in raising money for good causes. The routed wooden track looked to be a challenge but surely it should be possible to learn the best approach given half a day's playing.

Early Sunday morning, Peter arrived and whisked me away to deepest Hampshire. Peter had kindly offered to supply six Ninco Porsche 997s which he had fitted with high intensity headlamps, tail and brake lights, making it essential that he materialised with a team. When Peter contacted me I'd got the impression that he was a member short: what he actually meant was he'd be racing alone if he couldn't find support. Fortunately, Paul Yates was also coerced into joining "Team NSCC", especially as he'd had previous experience of a Bolwextric 12 hour Charity Endurance Race.

On arrival at the track, the first task was to ensure that the six cars would actually run as the last lighting kits had only been installed the night before. This is where we got our first taste of racing on a routed track as Peter managed to crash the first car less than halfway around the first lap. It would seem that not only magnets are considered sissy, but so is the wiring of the brake circuit – these guys clearly don't eat quiche! The superb wooden track had a perfectly level, slightly abrasive surface enabling the smoothest of running. The normal clicking as guides encounter joints was noticeably absent. For those that have previously only raced on plastic modular track systems, the encounter is a delight with de-slotting only occurring when a car spins rather than simply skipping out of the slot. Once the point of trigger release is identified, a flowing style can be adopted and speed carried smoothly through the bends, we know this as one of the locals shared their knowledge, but, although we improved during the day, we never quite fully mastered the skill. Fortunately all six of the Ninco Porsches had nicely round tyres



The New Ninco Porsche 997s



Gentleman start your engines

mounted to concentric wheels, a point that some manufacturers would be well to observe. If Ninco cars appear a bit pricey compared to some of the longer running competitors, the “out of the box” performance should be considered.

The format of the day was for each team to be allocated a car, with hourly stoppages to change lane, starting at 9am. To add to the pressure, four hours were to be held in the dark with total reliance on car lights for navigation. No work was allowed on cars between races: any tuning had to be conducted during the racing periods, thereby sacrificing crucial track time. In previous years there had been experience with

tyres only lasting a few hours but the general consensus was that the Ninco items would last the race without any problems. Just in case, Peter provided the option of a set of Ortmann tyres for each team, kindly donated by Colin Spark of RS Slot Racing.

The home racers had a slightly different approach to car performance than us. With their intimate knowledge of the circuit, most gambled on losing a few minutes of track time against the potential for reducing lap times. We opted to maximise our time learning the circuit prior to risking any changes. Whilst these tweaks were not deliberately kept secret, the concentration on racing meant that they went mostly ➡➡



Bolwextric Dawn

High Tech Scoreboard

unobserved. Our best guess of these clandestine activities were to improve the motor fixing by adding hot glue or by taping and adding a small amount of body rock by simply loosening the mounting screws. No one tried their tyres the cars' smooth running simply didn't make it necessary. We opted to emulate the successful formula of slackening the body screws and promptly made the car impossible to keep on the track! Eventually, in well under five hours, we had a sweetly handling machine that could lap reliably within 2 seconds of the leaders, not quite as good as it sounds considering that a respectable lap time was only 10.5 seconds. Unfortunately, all was not well and when, within sight of the final hour, the car adopted a strange permanent lean, initial panic set in. As it transpired, under these conditions, Paul managed to set his fastest laps maybe we'd accidentally discovered the ideal set-up! The only other concern was when the car developed an ominous click, easily cured by putting the car in a spin, onto its roof and into a barrier - cured! Once Peter got the cars home he was able to strip the cars down and discover the secrets. Obviously, they can't be disclosed here but we may return next year with a better level of knowledge of how to optimise cars for the foreign environment.

The Ninco tyres stood the test of time although one team decided to fit the Ortmann tyres in the closing stages but may not have allowed sufficient remaining time for them to be of benefit. Everyone was carefully watching

their lap time, ready to react if any advantage emerged. With only a couple of hours to run, everyone else remained on Ninco rubber.

Driver deployment was free, with most teams opting to change a couple of times during each race in order to cycle their best drivers whilst minimising the laps lost during changeover. We tried this for a few hours but then realised that we could benefit more by extending the driving period in order to get in the groove (at least most of the time). So, much to the amusement of other teams, we adopted a single driver per period strategy. It certainly worked, as each of our individual performances was significantly better than a combined effort. However, racing for an hour is certainly a test of endurance which the subsequent two hour break did little to offset.

Racing in the dark was much easier than anticipated with the cars' lights adequately illuminating the route and even providing continued lighting when exiting the groove. Indeed, a spinning Porsche provides quite a pleasant light show. The only difficulty was in distinguishing the car identity and returning it to the correct lane: at least the lights helped to aim it in the correct direction – mostly.

This may not be a fair basis on which to praise the Ninco Porsches, as other manufacturers' products may well have behaved as well, but it must be stated that at the end of 12 hours all four cars were running faultlessly with damage limited to a few scuff marks on the roof of our car, two having lost a door mirror each and one dislodged rear wing (the wing and one mirror fell off our car and the other mirror went into orbit when one of the other teams got in our way!).

Victory went, as expected, to a group of local racers who just managed to gain a slight advantage with each hour over the next two teams. Team NSCC finished fourth – just outside a podium position. Although, technically, this was last in the race, it was by no measure last in the fun. The day seemed to flash by with every stage adding to our experience and pleasure, so I hope to be involved again in the future! ■



NSCC 2012 Club Car - Slot.it SC22a Lola B09/60

By Stephen Barber

In the aftermath of producing and launching the Scalextric Jaguar XJR GT3 as the NSCC's 30th Anniversary car, the Committee had been discussing what the next NSCC car would be. I suggested that we produce something for the racers in the Club; after all, slotcars are meant to be raced, and the Club grew from racing origins, and with their ever growing reputation for fine build quality as well as ontrack performance, I felt that a Slot.it car would be welcome in the racing fraternity as well as being a highly collectable model. The Committee agreed and so the next step was securing a deal; I know the German city of Nürnberg very well, having business contacts and many friends there, and although the opportunity had never quite arisen, I'd always wanted to visit the Nürnberg Toyfair (or to give it its correct German title, the Spielwarenmesse – literally, toyshop fair) although maddeningly, it

always seemed to take place around a week after I would normally be driving back by car from the exhibition that Sandi and I do every January in Vienna, in connection with our business (making guitars and lutes). Of course, on the way back from Vienna, we'd normally be driving along the German A3 Autobahn, which goes around the north of Nürnberg, and so be passing within striking distance of the Nürnberg Messe, the purpose built expo building where the annual Toyfair is held, and there would be signs and posters advertising the event, terrible temptation to a slotcar nut (and a 1/18 Le Mans diecast collector . . . but let's not go there) and very frustrating to be driving so near and yet so far, being en route home with a car full of instruments. I knew I had to go there one day, and sooner rather than later.

So the Committee having discussed a Slot.it car as a possible NSCC car for 2012, in late



2010 I decided that we'd take an extra journey if possible to the Nürnberg Toyfair, on the basis that there is nothing like seeing somebody face to face to strike a deal. I knew from the excellent 'live' reports of the Toyfair on the MRE website and from Gary Cannell's own account, that Maurizio Ferrari, the founder and owner of Slot.it, would be there in person, so it seemed to me to be a no brainer: I'd have to drive to Nürnberg to discuss a possible NSCC car with Maurizio in person.

Few members will know that Maurizio Ferrari used to be an NSCC member (long-serving ex NSCC Treasurer and Membership Secretary Bob Bott informed me of that fact when I mentioned the proposed Slot.it car to him) so having discussed the proposed meeting with Andy Carmichael, we decided to present Maurizio with one of the NSCC 30th Anniversary Jaguars in the specially made NSCC liveried cardboard boxes, to show him what we were trying to produce for the club in terms of a quality slot car. The weather in January 2011 was mainly characterised by blizzards and very low temperatures in Bavaria, south-east Germany, and we wondered about going back. However, a week after getting back, reports from friends in Bavaria said that the weather had greatly improved, most of the snow was gone, and it was several degrees warmer. So that was that: with the added incentive of loading the this time empty 7-seater with several crates of fine German beer at an average of £12 for 20 half-litre bottles (pint if you prefer) it was a case of Nürnberg, here we come.

We had friends in Nürnberg we could stay with, and we'd organised press passes beforehand, and consulted with Gary Cannell of MRE about where to find everything, so having arranged to meet him on the Saturday for a drink at the Toyfair, we got up at 5am to head down to Dover to catch the 8am ferry to Dunkerque, getting to Nürnberg by 9pm Friday, in time for a weißbier or two and a nice supper with friends before turning in.

Most of the slotcar stuff is in one area, Hall 7, having got up at 8am, negotiating the reception desks and being handed our press

passes, it was quite easy to find the Slot.it stand. Sandi and I introduced ourselves; fortunately Maurizio had a break from meetings and appointments, and was able to give us plenty of his time. We explained how the Committee had thought of a real race car livery this time, or if that wasn't possible, a 'fantasy' NSCC livery. We asked about a car with a British racing heritage, suggesting maybe a McLaren F1 GTR or one of the Jaguars, but Maurizio had a better idea, and he pointed to a large image of the Lola B09/60 on the nearby wall above their main display, and suggested a version of this car. He showed us a prototype of the new model in pale blue translucent plastic, with a couple of white panels, explaining that this was a tooling proofing model, still under development and subject to revision. Maurizio also suggested that we might consider as an NSCC model a variation of the Drayson Racing #8 car which won the ALMS race at the Road America Elkhart Lake circuit on August 22nd 2010, driven to victory by Jonny Cocker, the Cheshire born UK driver, partnering Lord Paul Drayson, team owner (and ex-Minister for Defence Procurement in the last Labour government). We were naturally delighted by the offer, and shook hands with Maurizio there and then. I took the opportunity to photograph Slot.it's prototype Lola in the special NSCC box, with a view to (hopefully) eventually writing an account of how the car came into being, in the NSCC Journal when (again hopefully) we were at the point of announcing its existence and launch. ➡➤



As an avid Slot. it collector myself, I knew that a new car can take a frustratingly long time to come to the market, a recent example being their Ford GT40 model, which was first shown at Norbert in February 2009, but finally appeared as a finished model over two years later in March 2011, but of course, Maurizio is a perfectionist. Maurizio had assured us that his enthusiasm for the Lola meant that the first model from the 2010 Le Mans race would be in the hands of racers and collectors much quicker, hopefully in a year or so about now in fact, as the first Slot.it Lola B09/60 has been delivered to the UK at the time of writing.

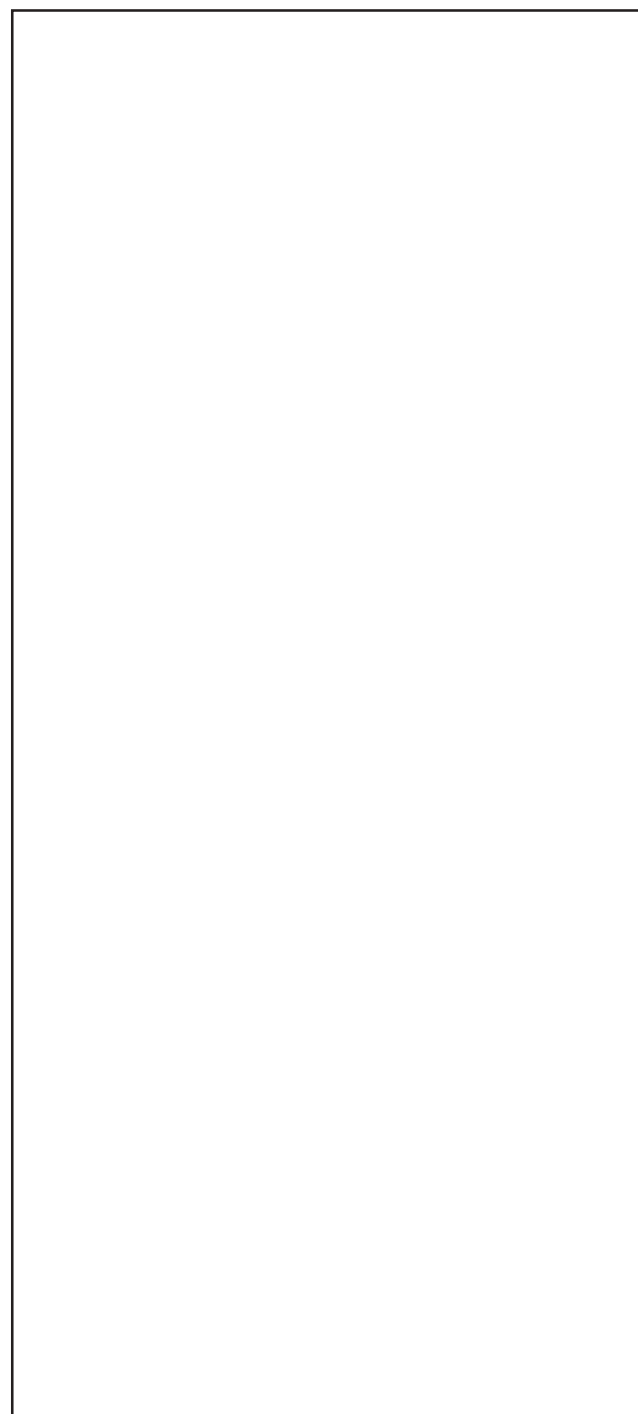
A follow up meeting took place at the Nürnberg Toyfair this year, when we again drove across a frozen Germany. Maurizio was again at the Slot.It stand, expecting us, and he confirmed that the NSCC car was in production, and that he anticipated a May delivery; I called Jeremy to tell him the good news, and emailed Andy Smith with the extra good news to pass on to the Committee that we have been offered an NSCC car for 2013 or 2014 by another major manufacturer should we want it.

Well, so much for how it came to be made for us; now the stuff you need to have at your fingertips: at the time of writing, the models will be shipped shortly, a total of 312 cars have been made, the Slot.it reference number is SC22a, the difference to the standard release being the NSCC car has Lord Drayson at the wheel and his helmet detail on the driver and carrying the race #8. The cars will be supplied in the distinctive Slot.it crystal case with orange card sleeve, and each will come with a special Limited Edition numbered credit-card produced by the NSCC. The car will be £48, and postage will be £6 in the UK. The car can also be collected at swapmeets such as Ossett by prior arrangement. Enclosed in the Journal this month is the application form, these should be completed and returned to Shaun Bennett, please do not send any money now.

We expect this special NSCC car to be very sought after, so please make sure that you reserve yours straight away, if we are oversubscribed we will randomly select members for the cars.

The date of the cars' arrival in the UK will be announced on the NSCC website, and we'll be announcing it on Slotforum, twitter and facebook also, we would anticipate the first cars being available during June if we receive the cars as planned.

The Committee sincerely hope that we've chosen a model for the NSCC 2012 car which will be well received by members, and we hope that with a modern car which won a hard-fought race in the skillful hands of two British drivers from a fresh and exciting British team - Drayson Racing - we have produced a car for racers and collectors alike. ■



Over the last couple of months the increase in traffic through the auction of vintage Scalextric metal/tinplate cars has caught my attention. So, to begin with, I shall list the items I have observed up to the time of going to press.

Metal/Tinplate

Item 270878313657 Scalex Ferrari 4.5litre#6, 1/32nd scale, used, boxed with a BIN of £124.95.

Item 370604721496 Scalex tinplate Jaguar XK120, three bids £9.49.

Item 180864340169 Maserati tin Scalex car, original plus a copy box, 1950, one bid £9.99.

Item 320890196777 vintage tinplate Scalextric Ferrari type 375F, boxed, best offer, sold £899.00.

Item 320890190532 vintage tinplate Scalextric Maserati type 250F, boxed, best offer, sold £895.00. Both from the same vendor.

Item 120887185754 Scalex tinplate Maserati, with pull back mechanism, twelve bids, sold at £82.00.

Item 170820704939 Scalex tinplate (push and go), repro boxes X 3, Maserati, twelve bids, took it to £17.00.

Item 380429199729 vintage tinplate electric Scalextric car Minimodels, Ferrari 4.5 litre, sixteens bids, sold at £17.00.

Item 261006330221 vintage tinplate, excellent, red Ferrari, seven bids, sold at £67.00.

Item 261006326170 vintage tinplate, excellent, red Ferrari, one bid, sold at £49.95.

Lotus

First off this month it was a pleasure to see a Scalextric Lotus 49 in Rob Walker colours, driven by Jo Siffert (160769850302) back at its original value, five bids had taken it to £32.00. Sold at that price. Staying with Lotus 49s, I came across this collection of four offered for sale at £200.00, all in boxes, two Graham Hill's,

one in original Lotus livery and one in Gold Leaf, one Jim Clark, (unable to read the racing number), and one Jo Siffert. These were sold on one bid. I have been watching the fortunes of the Lotus 49s in auction for some time, and I think they were undersold by the vendor, and the buyer had a good day. Another Lotus 49 was spotted, (230774128112), in the form of Graham Hill Gold Leaf livery, three bids took this to £110.73, and sold. Good to see this item holding its price. Yet another Lotus I spotted for sale, (270943252184), Lotus 7 #1 Silverstone C2331MB. This was taken to £72.02 by fourteen bids. Two more Lotus cars for consideration come in the form of resin kits of good quality. The first item, from Portugal, (251028579360), Lotus 62 Europa, manufactured by Ghost Models, very rare item, and I must admit the finished car looks very good in the photograph. six bids meant it was sold at £90.20. The second, (200725042577), is a Lotus Elite in red, manufactured by Slot Car Super Shells, fourteen bids, sold for £68.00.

Vintage Minis

I came across three items which come under this heading and show that the little Mini could be realising valuable returns for its owners.

Item 230760123835, Spanish Scalextric C45, 1971 original condition, BIN £100.00, green with white roof.

Item 230760124574, Spanish Scalextric C45, 1971, original condition, BIN £100.00, white with black roof.

Item 230760433969, Spanish Scalextric C45, 1971, original condition, BIN £100.00, red with white roof.

All three of these exhibits, going by the photographs shown, were in nearly mint condition, which might be what merits the price but it has to be said that they were withdrawn early from sale?

Faro

Two items, to my mind, not a common sight in this auction arena, the Tatra. First, (370603232166), a Tatra T607-2, white with a red nose, number 49, quality classic slot car, one bid, to be sold for £49.99. Second, (370602668887), Tatra T607-2, white with a purple nose, number 10, one bid again, sold at £49.99. I have a feeling that the two items have been undersold by what could be a considerable amount compared to future auctions. Anyway, it was nice to have them pass through this one.

Scalextric EXIN from Spain

Item 270952826736, Green swivel guide Cooper Climax C-38. Best offer £695.00. No sale. I am sorry, but I think I am entitled to my opinion on this. This car is a remodelled version of the 1960 Cooper Climax made by Scalextric – Minimodels. Has anybody seen this marque of Cooper Climax using Lotus type radius arms on the rear suspension? The original Scalextric designers did not, so there were none on the model, but the Spanish guys thought differently, so their offering did.

For me, it made what was the basis of a quality attractive model into something of a sight and to see this model advertised at over £100.00 is bad enough but £695.00 is not really on is it or is it because of the swivel guide?

DHL items

Some items connected to DHL were in the auction this month. I have two of them listed here.

Item 230774126590, Scalextric Jaguar XKR Never sold in shops. The model was made for DHL so they could issue them to certain clients. Model was advertised with a basic bid of £159.00

Item 230774125803, Scalextric Aston Martin. Never sold in shops. This item, the same description as the previous one with the same basic bid of £159.00.

Both were unsold, which was a shame, as the two cars were in superb liveries and would have made great additions to anyone's collection. Both have been relisted and will appear again, probably next month.

I think that the public are now becoming more circumspect in spending their hard earned cash at present, what with the economic situation etc., as I have noticed quite a lot of no sales on items that would have flown not so long ago.

Item 320880517954, Scalex Starsky & Hutch C2553, Ford Gran Torino 1976. BIN price £145.00 No Sale. (I would have thought a bit too expensive for this item!).

Item 220989537796, Scalex C64 Bentley, French, Boxed, Excellent Condition. BIN 265.00 No offers. No Sale.

Item 220988891406, Scalex Fiat 850 TC, Blue Boxed, Excellent Condition. BIN 295.00 No Offers. No Sale. This one I think is an old friend of approximately three months and has still not been sold.

Item 251032642445, Scalex C2970 Ferrari 250 GTO 1962 BIN £79.95, No Sale.

Item 140715784892, Scalex Mini Cooper S Black (BMW) C2621, Limited Edition, BIN £20.00. I cannot believe this one. As far as I am aware, this was for sale in the BMW company shop, for the sake of £20.00 someone could have obtained an item worth quite something in the near future.

Item 261002579924, Dark Red, Scalex, EXIN C31 race tuned Fiat 600 Excellent. Boxed. From Spain BIN £595.00 No Sale.

Empty original box for the Scalex EXIN C34 Jaguar. BIN £95.00 No Sale.

I stumbled across two old friends this month, these being Item 120894380204, Scalex QuattroX Supra, Esso Ultraflo + pit girl, seventeen bids took it to £89.00, Sold and Item 120883317952, Scalex QuattroX-Xanavi + Pit Girl. Best offer £150.00. Withdrawn from auction. Sold elsewhere. "Eee by gum, these lasses have got some staying power!"

Trackside buildings, layouts and complete collections!

Item 260794712187, Scalex Hand Made 1/32nd scale Grandstand, BIN £85.00. No sale. When I first saw this, I was a bit confused. Why would somebody go to the lengths and expense to produce a copy of a classic Scalextric product

from the '60s? After some time in contemplation, I read the details supplied on the auction page. This model is a perfect copy of the original item, made out of wood and card and all items cut and shaped using the latest computer techniques. The names of the sponsors on the grandstand can be changed in the computer, and also the colours of the building. After reading all this, I then decided that the reason the guy conceived this idea is because he gets so much pleasure out of creating something so accurate. From what I understand, there is a lot of real quality to be seen in the finished product, and maybe £85.00 could be a snip.

Item 200746763673, Scalex, SCX, Fly, Carrera. Full Slot Car layout. £2,000.00. No bids, no sale.

Item 251042156680, vintage Scalex items, grandstands, pits, rubber bushes etc. BIN £40.00. Sold.

Item 110858335922, giant 4 lane Scalex.

Excellent condition. £500.00. Pick up only. Sold.

Item 290691274274, Scalex/Triang MM/A229, "Grande Bridge", complete with box. £137.00. thirteen bids. Sold. I am sure I have seen this item sold unboxed on eBay for less than £20.00.

Item 120892252251, bumper amount of Scalex track, cars and accessories. twelve bids took it to £79.60. Sold. Looked good value for money based on the number of items in the photograph.

Item 360451529624, Aurora Vibrator Collection – 134 Cars, Museum Quality. From USA. BIN £11,633.68. No sale.

Bargain of the month

Item 390404741732, Cartrix 0952 BRM P25, Stirling Moss, #6, 1/32nd scale. New. six bids took it to £36.01. Sold. This must have been a very happy buyer to realise that he had purchased such a beautiful little car for so little money. ■

