



No. 368 NOVEMBER 2012

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

It's Sneaking Up!

Yesterday Whilst on a visit "up town" to London I exited Oxford Circus tube station to see to my surprise Christmas lights overhead and decorations in the shop windows. I told Denise upon my return home that evening and she said "well it is only six weeks or so until Christmas you know, we have putting stuff out for a couple of weeks now (she works in M & S)".

This has made me think about couple of things, firstly I need to get out more or at least walk around with my eyes open a bit more, as I hadn't really noticed the festive season and all it's trimmings approaching and secondly whether it is an age thing? Since it seems it was only a few weeks ago it was summer, where is the time going?

This now means that I must curb my immediate enthusiasm for Slot cars and concentrate some of my available time and efforts on Christmas shopping, in particular what the three "Herberts" want from Father Christmas this year (apart from everything and anything they seen advertised on the children's channels!) plus of course the other half.

I had thought of slot car related items, but I think this would not be appreciated by the receiving parties, well perhaps Ciaran would, but at the minute Fireman Sam is flavour of the month and currently Scalextric don't do Fireman Sam and Ciaran hasn't yet been introduced to Darth Vader, Luke Skywalker or even James Bond so some of the latest releases from Hornby may be lost on him at the moment.

As for the girls, well if it isn't pink they are not interested and Denise did say if ever I bought her a Scalextric car I would risk having to have it surgically removed.

So gentlemen, I am left to ponder what to buy with no hints or offerings from those who are to receive. I am sure I am not alone, so to any wives, girlfriends or perhaps children reading this now could you give us dads, husbands or boyfriends an idea, because I hate shopping on Christmas eve, much preferring to be in the pub! Until next month.

Jeremy



MESSAGES FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

Amazing, it's happened yet again: I go on a business trip to the USA and Scalextric deliver thirteen new models to the retailers! Despite Karen's belief, I didn't have them all on order but, to compound the postman's workload, I had also purchased the 2012 R18 from N*n*o (and very nice it is too!). So, when I got home I was guided towards a parcel for me in the lounge, another in the study, one in the kitchen and one, just arrived, by the front door. This should have created a nice, healthy stock level at most retailers well in advance of the Christmas rush: might be a good time to leave this article lying around for partners or parents to read.

Latest new prototypes at Margate include a road car, an Australian Ford, a Ford GT, a Lotus 49 and another version of the Dodge Charger. I'll leave the Charger to last as I've had a bit of fun with mine which I've detailed below.

First in the list is a brilliant red Mercedes SLR McLaren, C3355. An unannounced car for this year, it is a Visitors' Centre release and



will only be available from the on-line Scalextric shop or by personal collection at, you guessed it, the Visitors' Centre and will be limited to 999 examples. As it comes with two free entries to the Hornby museum, remember to buy it on the way in! Certainly a welcome addition to the ranks of road going machinery: not everyone wants all their slot cars to be race replicas. True to the prototype it is front engine, thereby permitting the installation of a full interior. For lovers of Mercedes, this is a must; it looks so much nicer than the archetypal silver of most versions of the marque, although not quite as radical as a BRG Ferrari! Sitting on the track it gives every indication that its McLaren-developed 5.4 litre supercharged V8 will⇒



provide all of its 617 bhp to power it well out of the reach of even Scalextric's police cars with 124mph being reached in a mere 10.4 seconds. And that's only part of the story: 190mph is achieved only 20 seconds later.



The Ford GT3, C3290, is that of Lambda Performance as driven by Dane Kurt Thiim and German Thomas Mutsch during the 2011 ADAC GT Masters Series. I don't know much about either driver apart from Thomas' entry at Le Mans in 2010 – driving a similar model Ford in GT1, along with Jonathan Hirschi and Romain Grosjean: a team of first timers. Alas, no result on his 24hr debut as the car retired with engine troubles after 13 hours, having completed 171 laps. Looking at images of the car racing at Hockenheimring in October of 2011, this model appears to be a good representation although the “Baufeld” sponsor decal on the door, as shown in the catalogue image, appears to be only on the left side of the car, the right side being blank: the car as released does not have this on either side. Of course, it could easily be the livery as raced at another round of the series. The vagaries of Wikipedia were highlighted when researching Thomas Mutsch as the content displayed on the German site is significantly different to that of the UK version.



The Australian car is another new moulding for 2012: the Ford XB Falcon GT of Moffat Ford Dealers as run in the Bathurst Hardie-Ferodo 1,000 in 1976, C3303. The car illustrated in this year's catalogue is not quite how it will appear when released; whilst correctly described as the 1976 Bathurst car, the illustration is of the 1977 winner, race number 1. However, the model will be the rather less successful number 9 car from the 1976 race in which Allan Moffat and Vern Schuppan retired on lap 87 when the engine harmonic balancer came adrift. This model will make an ideal companion to the number 5 Holden Torana, C3214, released at the beginning of this year, either in analogue or, with an Easy Fit Digital Plug fitted, in full-on lane changing format.



Whilst searching for information on this car I came across a superb resource centre for old motor racing photos: www.MotorsportArchive.com. Searching can be a bit tedious as images are credited, and arranged, by contributor but there is a huge wealth of interesting old race car images, many described and photographed at the time they were actually racing rather than



images of restored examples and the associated degree of uncertainty. Allow plenty of time if visiting as it is one of those sites that will lead you into many interesting distractions.

The Lotus 49, C3311, is a car that I first saw back in July but remained forgotten, and unreported, until my example arrived on the doorstep. It represents a milestone in car liveries as it was the first car to carry major sponsorship: that of Gold Leaf cigarettes, introduced at Monaco in 1968. It represents the car that Jim Clarke drove at Warwick Farm in the 1968 Tasman races, going on to win the series. This was to be the last year in which Lotus had sole use of the Ford DFV, prior to it being made available to other teams, partly to ensure that Ford's image wasn't tarnished by presenting a whitewash over the competition. Obviously Scalextric have had to omit one or two sponsor's decals but, for those of us old enough to remember, the colour scheme brings back fond memories of F1 racing, albeit as the age of innocence vanished.



Let's hope that next year sees further examples of this great car as it developed with the various high and low rear wings and front canards and driven to further victories by Graham Hill and Jochen Rindt as well as other drives by Mario Andretti, Jo Siffert, Emerson Fittipaldi, John Miles, Richard Attwood and Jo Bonnier or even John Love and Dave Charlton. There could be as many interesting versions as there have been of GT40s.

Dodge Charger Hot Rod, C3317

Commenting on the accuracy of most Scalextric releases is normally only a matter of searching text books and web sites in order to find the exact car on which the model is based. However, with a Hot Rod, this isn't as straightforward as the owner does not need to justify the *râison d'être*; it is his, or her, personality that is reflected in the metal so comments regarding choice of colour or ➡➡





modifications are academic. Full marks to Scalextric for not slipping into the common trap of calling it a “Street Rod”, which must, as defined by the NSRA, be manufactured prior to 1949. Just to be certain, confirmation was obtained from the Oregon state legislature, as good a source as any: “Street Rod” means a motor vehicle that was manufactured prior to 1949 or was manufactured to resemble a motor vehicle manufactured prior to 1949. The term Hot Rod is more generic so is appropriate in this case.

The obvious candidate for the inspiration for this model would have been the Charger featured in the “Fast and the Furious” films, although the dreaded licensing would have been invoked. As a model in that ilk, it’s not too bad but with a few minor failings. Why fit the bull bar? This is hardly a cool addition for a street cruiser. Fortunately, this is easily removed and

put away as a spare for the Duke’s wheels. The second disappointment is the omission of lights: the grille lamp covers are represented in the closed position making working headlights impracticable. So far no UK release has had the benefit of illumination: only the green USA model, C3064, has been so graced. The final criticism is aimed at the blower assembly being simply stuck on the bonnet. Whilst this is understood as a cost effective method, it’s not ideal as it sits too high and fails to appear integrated with the engine. If the model is to be kept as a collector’s model, then this is fine as it represents an example of the era. However, if a more accurate representation is required, a small Dremel operation is all that is needed to vastly improve the beast: backed by a new mounting plate the blower can be dropped to a better height and an improved degree of realism created. Commence by removing all six screws in the underpan: four of these fix to the body whilst the two small countersunk ones go into

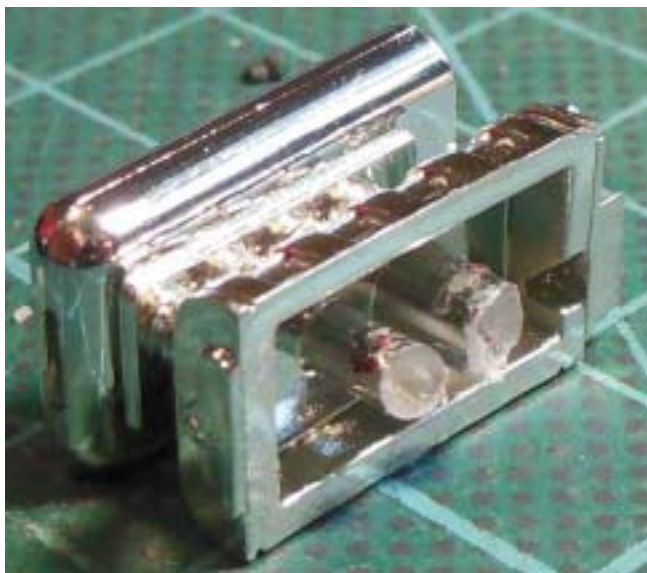




the interior moulding. At this point the bull bar can also be removed. It is a good idea to remove the interior as it is easy for debris to find its way inside the car: simply push the interior rearwards and prise off the front clip.



The blower is located by two pins: these are glued rather than heat-welded so need to be pared back until the blower is freed. Scalextric have kindly painted the area under the blower black, in order to create an illusion of it protruding through the bonnet, and this will act as a guide for the hole. Before removing this area, cut a piece of Plasticard so it will overlap the proposed hole with plenty of overlap for gluing into place. Mark the two holes through



the bonnet onto the new plate and drill to accept the blower assembly. A coat of black paint will help the illusion of depth. The supercharger and bug catcher air intake can also be treated to some detailing: black drive belt, red intake butterflies and a little inking of crevices to add depth. At this stage the blower can be glued to the plate as it must be able to pass through the bonnet from below – or the bonnet couldn't be opened! The bonnet opening for the blower can be created by carefully cutting away the black area already mentioned. I performed this operation with a Dremel to remove the majority of the area then by carefully cutting the opening to size with a scalpel. As the Dremel cutter heats the plastic, keep well away from the edge of the hole. If all paring cuts are made through the plastic from the paint side, there should be no problem with the paint lifting off: it was very well adhered. If the paint is marked, don't despair – simply mask off the body and spray the bonnet flat black.

The new assembly can now be mounted to the underside of the bonnet: I used some of →





Karen's double sided foam fixing pads to create a small gap and indicate that the engine has been dropped to lower the centre of gravity.

As the interior has also been removed, why not enhance the finish here as well? Any shading and highlighting of seats, dash and driver will help relieve the all black finish and add depth to the interior. These touches can be minimal and still have a dramatic visual effect. A little dry brushed silver added to the aerial will help to visually reduce its apparent diameter.

Reassembly is, in the words of Mr. Haynes, a reversal of the dismantling procedure: straightforward. If any screws have gone missing, check out the motor case and magnet. If tail out racing is your bag now's the time to remove the downforce magnet and add it to the collection on the fridge door.



So now the 528CI blown, nitrous-injected, stroked and bored Chrysler Hemi V8 engined R/T, resplendent in dark metal-flake red, can deploy all of its 1,100 BHP to really pound the plastic making a fashion statement! And the £39 asking price is a whole lot cheaper than the \$129k being asked for Vin Diesel's original ride.



So hopefully that should provide some added enjoyment of Scalextric's products to keep a few readers busy until next month's visit report. ■



First up and pictures of my two builds of the new Penelope Pitlane 1968 Matra Cosworth MS10 and the March 721X, The number 8 Matra depicts Jackie Stewart's Dutch GP winning car while I have added my own mid mounted wing on the #6 one to show it in practice at the German GP. The March is built up as Ronnie Peterson's #61 machine from the 1972 Race of Champions at Brands Hatch.



GT Models MG K3s



Penelope Pitlane Matra Ford MS10

GT Models attended the OCAR Classic saloons at Wolves and brought along their excellent MG K3 kits in both two person mudguard version and single driver stripped out form, here I have used some poetic licence to do the #39 1933 1100 cc class winning Mille Miglia livery of Captain George Eyston and Count Giovanni Lurani, which I know should be a short tail and not the boat tail version but I couldn't resist the colour scheme, while the #30



Penelope Pitlane Mach 721X



GT Models Jaguar MK VII



GT Models Clubman Morgan

car depicts the one raced at Brooklands by Prince Bira of Siam. Other items on display from George were his almost ready MK VII Jaguar and widened lightened versions of his A35 and wide bodied clubman racing Morgan plus 8 all of which look superb.

My David Yerbury AA BMW 328 is now complete I have chosen to do the #114 car as driven to 12th overall and 4th in class behind its three team mates by Von De Muhle and Holtzschuh in the 1938 Mille Miglia. I have also now built the Nissan Delta using a highly modified PP Chassis but am struggling a bit to find plain white Nissan decals to finish it off.



GT Models A35 with new wider lighter version on right

I have also built my Steve Francis and Martin Field 1963 Huffaker Genie Ford MK8, which is available through David Capelen's SMK Models and Kits along with their new Hesketh 308C kit. My Genie is finished as the #166 entry as driven by Pedro Rodriguez at the 1963 LA Times G.P. at Riverside to a fine 3rd place.



AA Bodies 1939 BMW 328



SMK Genie Ford MK8



Jon Grainger's Ferrari 126C2

My Nono Slot Ferrari 126C2 has still yet to arrive from Italy however the good news is that Jon Grainger is producing a very limited number of 30 kits of this beautiful 1982 Ferrari through the new Stryker Slot Cars. Produced in plain resin the builder can choose to produce the cars driven by Villeneuve, Pironi, Andretti or Tambay during that fateful season, here is a picture of Jon's own car which depicts the unusual double wing version driven by Villeneuve at Long Beach an excellent rendition which won the Concours at the recent Presto Park Mega Slot weekend.

Yet another new brand to appear are Toro Slot who aim to produce historic cars driven by Spanish drivers and have a first release in the form of the Fitzpatrick Racing Porsche 956C as the #33 Danone sponsored car of Velez/ Villota/ Fouche which finished 4th at Le Mans in 1986 and comes complete with a period pit box diorama.

I have this week received my two new Proto Slot Kits in the form of the Jaguar XJ13 and the Abarth Simca 2000 and these should be built up ready for next time, I have however managed to finish my Top Slot 1/24th scale body kits the first being the Lola T70 as the Mecom racing #17 driven by Walt Hangsen to 2nd place in the 1965 Las Vegas 200 and the second being the



Toro Slot Porsche 956C



Top Slot Lola T70 and Ferrari GTB/4

Fillipinetti Ferrari 365 GTB/4 driven to 7th overall and 3rd in class at Le Mans in 1972 by Cochet/ Lafosse/ Parkes. Decals for the Lola were from RS Slot Racing while the chassis is a Scale Auto, and the Ferrari decals were from Pendle Slot Racing and the vintage chassis was from my old spares box!

Staying with 1/24th Scale Auto have a second livery for their Mercedes Benz SLS AMG GT3 this being the #23 Vodaphone BP car driven by Silva/ Coimbra to 8th place at Jarama in 2011, along with a plain version of the Audi R8 GT3. In 1/32nd they have a new scheme for the Radical SR9 this being the #28 car of Bruneau/ Rostan/ Meichtry to 18th at Le Mans in 2010. NSR have a couple of new liveries with the Century 21 Level Racing Porsche 997 RSR of Mattheus/ Redant which finished 11th in the 2011 Belcar at Spa

Francochamps, and a fantasy Limited Edition orange and blue gulf Alan Mann P68 showing the #9 racing number. MRRC also have four new liveries out with a blue #46 and yellow #66 Cheetah and orange #19 and red #20 Cobra.

Finishing up this month we have a new Aston Martin GT3 by Milan Tomasek at MTR32 in the super looking #64 Gulf livery as driven by Renard/ Verbergt/ Wauters/ Van Hooydonk at the 2010 Spa 24 hours. We also have a series of customisable Formula GP kits from Ostorero under the All Slot Car label, these will be available in plain white with decal sets to allow a current GP car livery for one make racing and lastly under their Gold Line ready to run Limited Edition series the #27 Michele Alboreto and #28 Rene Arnoux Ferrari 156-85's. ■



Ostorero Ferrari 156-85 Arnoux



Email: carreracorner@nscc.co.uk



The following are the new releases from Carrera for November. All these digital cars are 1:32 scale and have front light (Xenon) and rear light function. At the time of compiling this report, the cars are available to pre order at around £30.00 each.



CA27396 Willys Coupe Blue Flame USA Limited Edition. Produced by Willys-Overland Motors from 1937 to 1942, either as a sedan, coupe, station wagon or pickup truck the coupe version is a very popular hot rod choice, either as a donor car or as a fiberglass model.



CA27399 Ferrari 458 Italia GT2 JMW Motorsport. The model is of the yellow 458, race number 66, that finished 24th in the 2011 Le Mans race.

CA27408 Citroen DS3 WRC Van Merksteijn race number 20. This is another version of the Citroen DS3 WRC mentioned last month.



Again as mentioned last month, there is an additional Volkswagen Golf; reference number CA27422 which carries race number 235 and represents another entrant in the 24 hour race at the Nürburgring in 2011.





CA27409 depicts the winning Audi R18 from the 2011 Le Mans 24 hour race. In the race, Allan McNish (car #3) and Mike Rockenfeller's (#1) cars were involved in heavy high speed collisions with slower Ferraris. Both drivers could leave their car without serious injuries despite both cars being completely destroyed. However the remaining Audi R18 (#2 of Marcel Fässler, André Lotterer and Benoît Tréluyer) went on to win the race by 13.854 seconds thus continuing a successful record at Le Mans for Audi.

CA27411 depicts the 1963 Shelby Cobra 289 hardtop finished in white and carrying race number 4. This is chassis CSX2142, which was entered by Ed Hugus in the 1963 Le Mans 24



hours. It is one of three Cobras originally built to 'Le Mans' specification, recognisable by the low drag alloy hard top. During the race there was a mechanical problem and the entry was eventually disqualified for replenishing oil again within 25 laps. After Le Mans the car was raced for three more years, most notably by Jo Schlesser. It was subsequently owned by a French enthusiast who raced the car for many years. The car survives and following a full restoration is in immaculate condition and may be seen at events such as the Goodwood Revival. For Cobra fans, this would sit nicely alongside the red open topped car mentioned last month.

Thanks as ever to Pete Binger from the Hobby Company for his assistance in compiling this article. ■

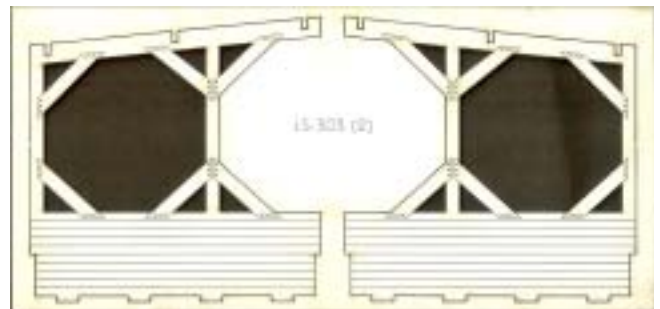


Proses Race Tower

Pete Simpson

Firstly, many thanks to Jeremy for asking me to build, and review, this scenic accessory and of course to On Tracks for supplying the kit in the first place. The Race Tower, LS-303, is one of the range of kits produced by Proses, as sold by On Tracks. For those unfamiliar with their products, they

manufacture laser cut buildings and trackside structures to add realism to any layout. Other kits include a grandstand, pit buildings, billboards, start gantry, light towers, burger bar and a domestic garage. Some are cut from cardboard whereas others are from acrylic sheet: lighting kits are also available for some models. Prices vary from £15 to £36 depending on the size and complexity of the structure. For more details see the On Tracks advert in the Journal or via eBay, a search for "Slot Car Grandstand" will quickly find the relevant listings.



On opening the box, one is presented with several sprues of parts: the sheets are card with printed details and are laser cut for most of ➡

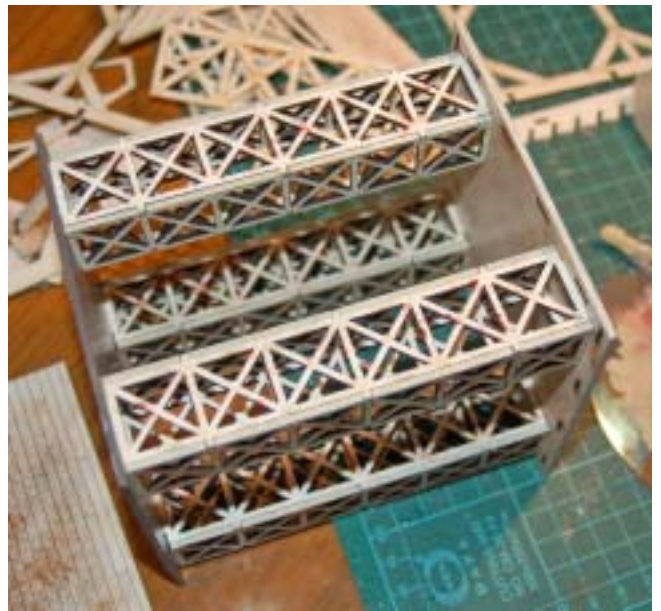


the outlines but with small links to retain everything in place, as is common with other cardboard models. Some details, such as planking, are laser cut into the surface and help to create very realistic effects. Instructions are adequate but do not detail some aspects of the build or the exact sequence of some assemblies. With a little care there should be no problem in putting all the parts together. After studying all the parts I decided that there was no risk of confusing any items so I went ahead and removed all the parts in one session. This is a good ploy as the laser cutting produces a fine black powder which goes everywhere – cut out all the parts, then have a thorough clean up of parts, work place and fingers.



Care in cutting the parts from the sprues is worth the time it takes as very little cleaning up is subsequently required. It is best to cut through each joining nib from one side, then turn over and repeat on the other side. A scalpel is ideal as it is thin enough to follow the laser cuts. A pretty impressive pile of parts results!

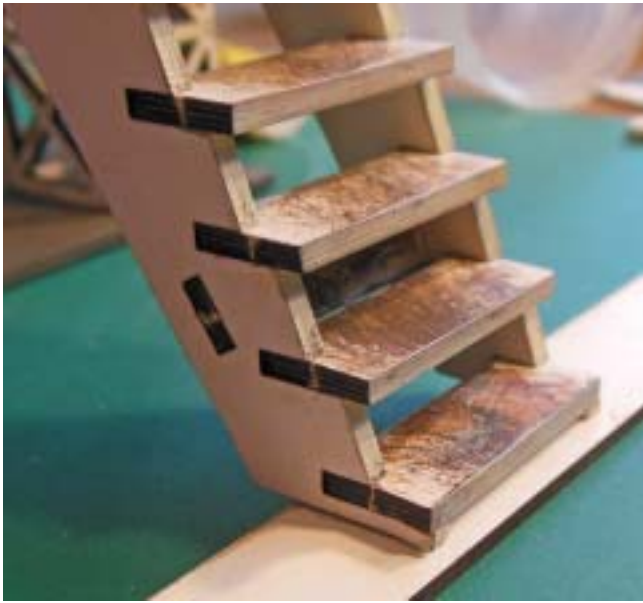
Having assembled a few parts dry, I realised that the base would require painting before going any further. Although this will eventually be covered in gravel, a base coat of brownish-



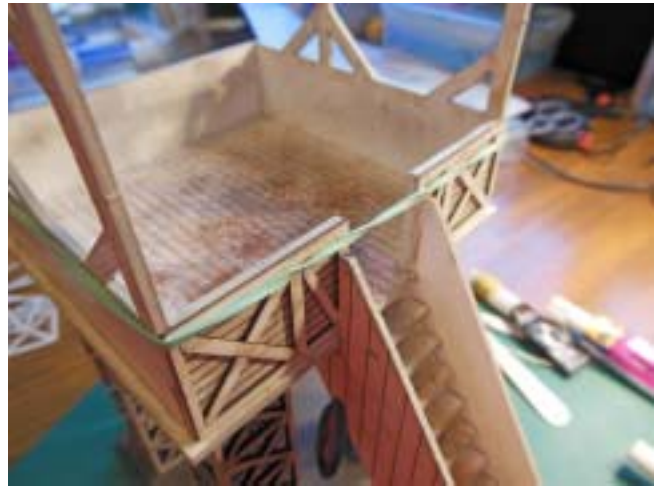
grey will provide a good background should there be any gaps in the scatter materials. So, once the paints were out, resisting the temptation to add further touches of realism was too difficult. As the edges of several pieces will be visible once the model is complete, these were painted to match the surfaces – not too difficult with a mix of Games Workshop Skull White, Bleached Bone and Kislev Flesh resulting in a pretty good match. If the cutting out seemed tedious, then touching in all the edges is enough to drive anyone to distraction!

At this point I decided to deviate from the instructions and rather than constructing the hut part and adding this to the leg assembly I built the leg structure as a complete unit first. My theory was that, if the supporting legs could be built as a sub-assembly, it would be easier to ensure that they were true and square. The instructions give no indication as to where, how or even if, the parts should be permanently fixed together. I opted to add small spots of Superglue to mating faces as the parts were being fitted





together. So, as I assembled the support structure, it was possible to add glue at several stages whilst ensuring all was aligning correctly. Finally the top and bottom plates were treated to a few drops of glue to hold it all together. Fortunately assembly was marginally quicker than the glue drying time. However, it is very likely that fingers will become glazed with the surplus Superglue. This caused slight consternation when I entered US immigration



a couple of days later and had to explain why my finger prints differed from those taken a couple of months before.

Prior to assembly of the stairs I decided to try and emulate the passage of muddy feet as they ascended the steps, by gradually reducing the amount of dirt on each subsequent tread: this added to the assembly task as they had to be placed in the correct sequence. Hopefully the extra effort was worthwhile and the subtle effect is a success.

The steps do not reach to the same base plane as the tower and will require additional support during assembly: when positioning on a layout a small base will be required at the foot of the steps in order to ensure adequate support. This should not pose a problem as there is often a small concrete area at the base of stairs to ensure the surrounding soil isn't eroded by the passage of people. Joining the steps to the sides, whilst keeping it all square and not joined to the work mat, was interesting, but achieved reasonably easily by sliding each tread into place before applying any glue. ➡➡





Although the cabin build is straightforward, just remember to follow the basic kit building rule and trial fit all the parts prior to adding glue in order to establish the correct order of build. The cabin sides slot into the base as well as registering with each other; the sequence of assembly must be correct or pieces will have to be removed and swapped around. The relative lengths and overlaps of the frames which overlay the cabin panels are exact and will not tolerate incorrect positioning; when in the right places all the lengths are spot on.

Compared with the pillars and the steps, the cabin was a real treat and went together in record time with minimal effort. I changed adhesive at this stage as Superglue was getting a bit extravagant: remaining parts were fixed with Loctite All Purpose Adhesive. This isn't too stringy but care is still required to ensure that no telltale whispers are visible.

I left the floor until the cabin sides had cured as I realised that it would need to be trimmed slightly in order to avoid being forced into place and subsequently not lying flat.

The roof panel does not have any registers to provide location so it will need to be aligned with the support structure and then clamped in position whilst the glue sets.

A final touch is to apply the self adhesive



name board at the front of the building: there is a choice of notices, all of which are appropriate to a racing circuit. My approach to the build was to see just how good the model looked with the minimum of additional painting and I think the ploy was successful, mainly due to the pre-colouring of the parts as supplied. However, with very little extra effort, the whole model could be transformed by spraying the parts, either prior to fixing together or as a complete assembly. There are certainly plenty of options if a more personalised structure is required.

All in all, a worthwhile kit to construct and a pleasant way to spend a couple of relaxing evenings; the finished article justifies the price and provides a pleasing and impressive addition to the surroundings of the circuit. ■



New out this month are two of the Alfa Romeo TZ2's from the 1965 Le Mans race. Eventually all three cars from the Auto Delta Team will be available. Orders have been very good (Gaugemaster have sold out) so I recommend anyone wishing to get hold of them to try to do so very soon. The retail price is £49.95 each.



Car #41 is as driven by Roberto Bussinello and Jean Rolland, Fly reference FS057304 and car #42 as driven by Geki and Carlo Zuccoli, Fly reference FS057305. Neither of the actual cars finished the race due to engine problems.

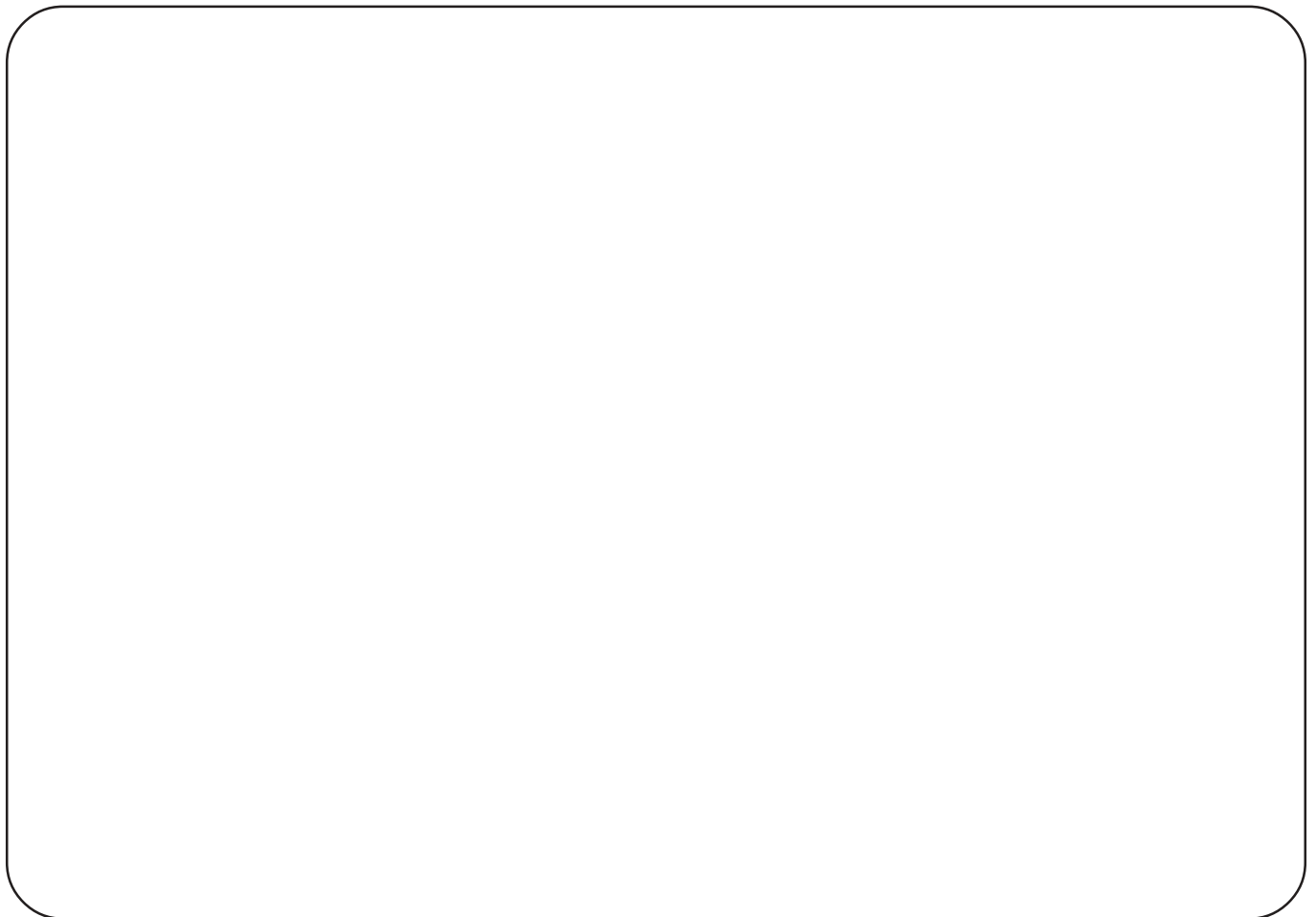
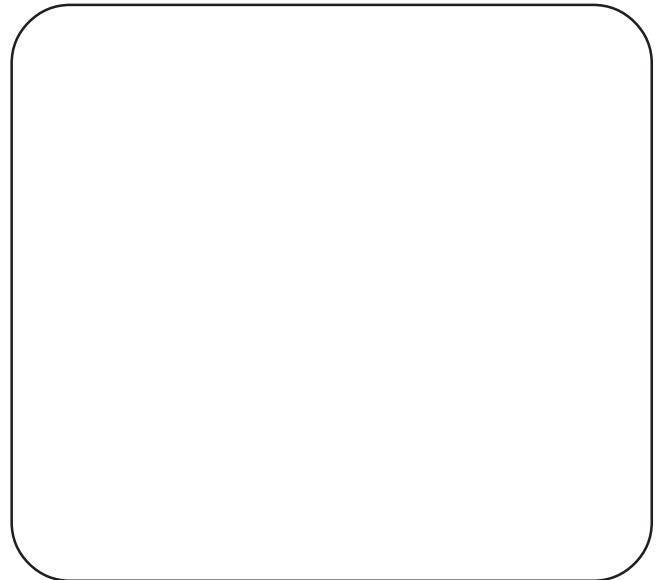


Also available to order is a wonderful publication tracing the history of Fly. This 456 page full colour book features every Fly Car Model release up to when the company



changed hands and became FlySlot at the end of 2010. Unfortunately it is all in Spanish and there are no plans for a version in English, but it is still an invaluable reference for any Fly collector. This quality of A4 landscape glossy book of course does not come cheap so you will have to pay £50 for it, the price of one Fly car!

Thanks as ever to Terry Smith from Gaugemaster for his assistance in compiling this report. ■



Ocar Pre1980 Historic Euro-Jap Saloons 2012 Meeting

by Phil Insull

Sunday October 7th saw the seventh annual OCAR sponsored Historic saloon car meeting held at Wolves with all cars based on European and Japanese saloons manufactured prior to January 1st 1980. Rules were kept similar to the pre '70 meetings with restrictions on scale track, tyre limits and set ground clearances and again with separate classes for short and long wheel base cars all running in-line motors. Amazingly nearly thirty people turned up during Saturday for practice and we ended up having two groups of folks at different restaurants for the Saturday night meal.

Sunday morning kicked off with a general practice session, followed by drivers briefing. During this time drivers had time to socialise and again have plenty of things to buy as John Haywood from Ocar, George Turner from GT Models, and Steve Ward from Penelope Pitlane,



Penelope Pitlane Matra Ford MS10s

Dave Capelen of SMK, Colin Spark from RS Slot racing and Charlie Fitzpatrick from Betta and Classic all bought items to sell. Of particular interest to me were the superb new Matra Ford MS10 and March 721X kits from Penelope Pitlane and George Turners equally fabulous MG K3s along with some teasers of his upcoming releases and works in progress.



A selection of GT Models MG K3s



Penelope Pitlane March 721X



David Wisdom's Peugeot 403

removable bonnet scoring a magnificent 91 points. Runner up was David Wisdom's beautiful Peugeot 403 on 85 points with Paul Cash's Frazer Hillman Imp a close third on 84 points.



GT Models projects in various stages

Next up we had the Ian Tyrer Memorial Trophy Concours competition with all Concours entries being scored out of 20 by six judges with the lowest score being dropped to give a mark out of 100. The nineteen entrants were as always of high quality standard and voting saw Martin De'Aths win for the third year running with his exquisite Alan Mann Lotus Cortina complete with engine detail and



Paul Cash's Frazer Imp

Also worthy of a mention was Pete Emery whose cracking looking Bevan Imp finished joint fourth with David Wisdom's Capri on 83 points.

On to the racing and with the normal format of each driver running three minutes on each lane the total distances determined the finals they went into, with two sections one for short wheel base cars (Wheel base under 73mm) and one for longer wheel base cars. Qualifying was run in heats of four on the International Track and as always there were some fantastically close battles throughout the field and plenty of close finishes. After the forty eight qualifying heats drivers went into two sets of ladder finals depending on the class they ran in and their qualifying race distance.



Martin De'Aths Lotus Cortina



Pete Emery's Bevan Imp

In Short wheel base class we had a super entry of seventeen cars with Martin De'Ath winning the E final with his Mini Cooper, the D final saw Dave Lowe qualify to the next round with his 1100 Escort, I took the C Final with my VW Herbie as last year's small class winner Lewis Gough was off enjoying his birthday so I

got to drive it this time. Alexis Gaitanis little FIAT 850 then won the B final to move up into the Grand final, which was this year won by top qualifier Mark Cockerton running his own Herbie from last time to a runaway victory. In second place in the final was first timer James Robertson with his Hillman Imp California which was going really well and third place went to Chris Adams with his FIAT Abarth 1000 TC.

There were ten ladder stages before the long wheel base final with the J and K finals going to Martin De'Ath's Lotus Cortina. The I final was won by Lee Bielby with his Alfa GTA and the H final was won by Don Stanley with his superbly turned out Vauxhall Magnum. The G and F finals saw back to back wins for David Wisdom using his Capri, while Ian James went on to win both the E and D Finals with his Zephyr MKIII, whose run in the ladder finals was stopped by Mick Kerr who took both the C and B finals victories with his Mercedes 220SE to make it into the grand final along with another first timer in the shape of Nick Hirst who finished



Mark Cockerton Beetle next to mine just after being built last year!

second in the B final to join Mick in the Grand Final along with top qualifier Sam Cockerton and second highest qualifier Nick Huxley with his Jaguar MKII. The 50 lap grand final saw top qualifier Sam continue his dominating form from the qualifiers as he disappeared into the distance with his Jaguar XJ5.3 securing a unique father and son double, Mick Kerr continued his great finals performance by finishing second with Nick Hirst scoring a fine third with his simple PCS chassis Escort.

Thanks as ever go to our meeting sponsor John of Ocar continues to support this ever popular event and we look forward to the 2013 meeting on Sunday October 6th next year, to Steve, George, David Wisdom, Bryan King and David Lowe for agreeing to help with the Concours judging. A special thank you to Ian James, and Rob Wallader for Race Control and scoring without whom I couldn't have coped

and to Malcolm Scotto the driving force at Wolves who encourages us to put on these great meetings and of course to the fifty plus slot friends from far and near who turned up to participate and help make it such a superb day. Finally just when I thought I'd seen it all I was sent a link from both Facebook and Slotforum by Ian Howard of the Bearwood Scalextric Club who had put together a superb video montage of the day's events set to music, great job Ian. ■



Sam Cockerton with his trophy and winning Jaguar



This month sees the release of six new liveries and includes a mixture of modern GTs and iconic classics coupled with some new power and control product (in the shape of a power base and throttle) offering plenty of choice for those of you starting to think about Christmas!

A Classic Is Born

The most exciting release right now has to be Ninco's version of the remarkable Audi R18. The full size Audi is currently raced in three guises; "TDI", "Ultra" and "e-tron Quattro". All vehicles appear very much the same on the outside but are all very different under the skin. Already making history by becoming the first hybrid powered car to win the Le Mans 24 hour race, Ninco's model is also finding the podium at many club races and is considered as one of Ninco's fastest cars ever made.

The release of the R18 in "Ultra" (50607/50612) livery compliments the earlier launch of the "e-Tron Quattro" (50606) paintwork.

The Ninco R18 is powered by the NC-12 Crusher+ motor mounted in-line and features



all the advantages of other "Lightened" products making use of weight reduction to gain valuable fractions of a second on the race track.

Shaken and Stirred

With "Bond mania" gripping the world as 007 celebrates fifty years of movies, what better time to release a car sponsored by one of Mr. Bond's favourite drinks. You will be shaken with excitement and stirred into action with the Porsche 934 "Martini" (50613). The drinks company invested heavily in motorsport sponsorship and therefore can be instantly linked to some of the most iconic race cars across the decades. This release Ninco Sport version comes fully equipped with its own gadgets such as the powerful NC-14 Speeder+ motor and all round independent suspension.



More Sports

Additional re-liveries of Ninco Sport models released this month include the "Pioneer" sponsored Lancia 037 (50614) – a time when power reigned supreme. During this era, Lancia chose supercharging over turbo charging for improved throttle response and removal of

'turbo lag'. The 1983 season saw Lancia win the WRC constructors title making the 037 the last rear wheel drive car to win the championship. Ninco's tribute brings power to the rear wheels by their in-line mounted NC-9 Sparker motor. Medium setting (blue) suspension is fitted as standard to this Lancia but the hard (yellow) and soft (red) suspension can be mixed and matched to suit the circuit as all Ninco rally cars offer interchangeable suspension.

The sleek Mercedes SLS GT3 completes the Ninco-S line up for this month. The "Nitro" Lightened version (50615) again employs Lexan material for weight reduction. With this model available across Ninco-1 and Ninco-S ranges, the addition of the Lightning version caters for every level of driver ability.

Returning to a distant era of motorsport is an easy transition in Ninco's world with their

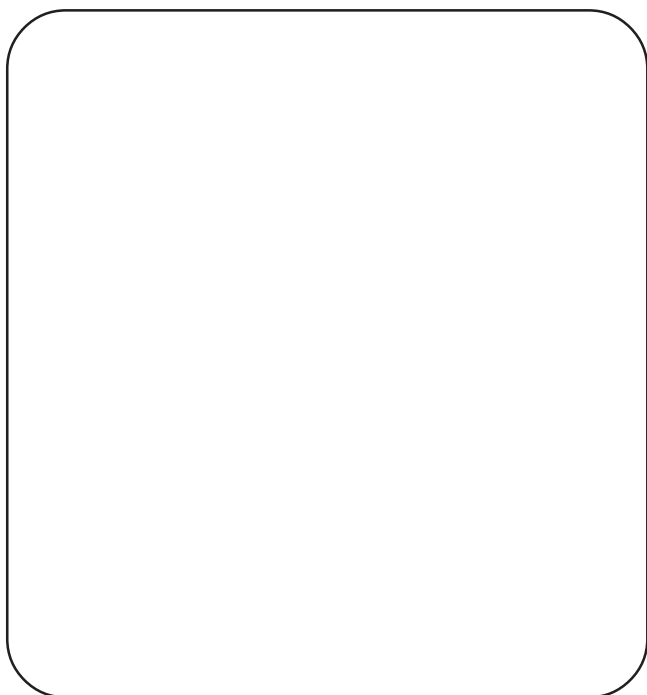
series of classic race cars. The Porsche 356 "Caminos" (50616) takes us back to the days of the Panamericana race when drivers competed in open road racing across Mexico. At the time (early fifties) it was considered to be the most dangerous race of any type in the world!

Here for the Beer

A favourite race series among club racers is the Ninco Megane Trophy. In Ninco-1 format, it is a great leveller with all cars being of equal design, weight and power. It is a series that can be easily "*digitised*" making it even more reliant on driver skill and strategy on an N-Digital circuit. The already vast Megane field is further extended by this month's release of the Megane Trophy '09 "Gordon" (55075 / 55080). The main sponsor is a brewer of Scottish origin beer and gives the Megane its first splash of tartan.

Tron

Ninco have released a new power base track section (10416) to compliment the recent release of their "Tron" throttle (10414). Similar to their previous power base offering independent power per lane, this one is said to be designed only for their Tron series electronic hand controller. ■



Heart of England Formula 1 Championship Grand Prix Cars 1970- 1980

By Ian Howard

Seventeen racers met at the superb “Nurburgring style” circuit and race facilities at Great Barr Slot Car Club to contest the final two rounds (rounds seven and eight) of this closely fought and absorbing new slot car racing championship.

The arithmetic looked simple on paper. With just twenty points separating the championship leaders all was set for it to be a straight fight between the championship leader Lewis Gough (Lotus 77) and Andy Bartle (Tyrrell 007).

However, Gough was unable to compete at Great Barr due to family commitments and with the scoring mechanism dictating that just the top

six scores were to count Bartle was left with a simple plan of attack. By winning both rounds 7 and 8 it would mean that Bartle would take the 2012 championship crown with five points to spare.

However that was easier said than done, as there were plenty of potential race winners present to upset the apple cart, including Will Charlton (Brabham BT48 Venturi/Ferrari 312B) who was going to race all out to wrest 3rd place in the Championship from James Noake (Ferrari 312B). In addition Rob Wallader was making a second appearance in the championship after scoring podium positions in Rounds one and two.



Race results were settled by means of four 3 minute heats followed by a step ladder finals structure. Frankly Bartle made it look easy and stroked the Tyrrell 007 to an emphatic and dominant victory in Round seven. The combination of a smooth, relaxed driving style coupled with a superbly set up chassis proving



unbeatable. 2nd place was taken by Rob Wallader, closely followed by a quietly hard charging Steve Beach using a Lotus 77. Just off the podium Ryan Nightingale took 4th with a Renault RS01 that was incredibly quick down the straights but clearly a handful to control around the twisty sections of the Great Barr circuit, whilst Ian Howard claimed 5th place (again!) using his Tyrrell 010.



Other notable performances came from Championship debutants Dale "T" (Ferrari 312T3), Gavin May (Brabham BT49) and the Chesterfield driver Paul Roach (Tea Tray March Ford).

Unfortunately Will Charlton's bid for 3rd place in the title race ended with a disappointing 10th place. Will found it hard to get into a rhythm in his debut at the Great Barr circuit, nevertheless he felt the circuit was superb.

While Alex Young took the under 16s

honours, James Roberts secured sufficient points to take the Under 16s championship crown with one race to spare. Well done James!

Results Round 7

1. Andy Bartle
2. Rob Wallader
3. Steve Beach
4. Ryan Nightingale
5. Ian Howard
6. Dale "T"
7. Nick Wixon
8. Gavin May
9. Paul Roach
10. Will Charlton
11. Alex Young (Under 16)
12. Mark Wain
13. Malcolm Scotto
14. Graham Pritchard
15. Ken Roberts
16. "Hallam" (Under 16)
17. James Roberts (Under 16)

It was more of the same from Andy Bartle in Round eight with a confident drive to victory



1st Andy Bartle and 3rd Steve Beach



Andy Bartle's Championship winning Tyrrell 007

and the Championship Title. His Tyrrell never looked like losing and the gap at the end of the day was indeed crushing.

Great Barr Driver, Dale "T" took 2nd place after a close fought battle during the heats with Ian Howard (5th again!). Steve Beach proved once again that he is a cool and smooth racer under pressure with his Lotus 77, doing just enough to secure 3rd place in the finals.

Nick Wixon (BRM P160) took a well deserved 6th overall followed by an even more deserving Malcolm Scotto (Ferrari 312T3) in a superb 7th place.



Results Round 8

1. Andy Bartle
2. Dale "T"
3. Steve Beach
4. Ryan Nightingale
5. Ian Howard

The 2013 Heart of England F1 Championship will prove to be one to relish. Rob



Heart of England Champion Driver 2012 Andy Bartle

Wallader, Steve Beach, Ryan Nightingale, Ian Howard, Will Charlton, Graham Pritchard and Nick Wixon all have the pace and potential to compete for the title.

Both Bartle and Gough can rest on their Laurels for now in 2013, who knows?

Watch Slotforum for news of the 2013 Championship calendar.

Overall Championship (Top 6 Scores)

1. Andy Bartle 140pts
2. Lewis Gough 135pts
3. James Noake 90pts
4. Steve Beach 74pts
5. Will Charlton 67pts
6. Graham Pritchard 60pts
7. Ian Howard 59pts
8. Nick Wixon 53pts
9. Rob Wallader 49pts
10. Ryan Nightingale 47pts
11. Mark Wain 37pts
12. Malcolm Scotto 31pts



13. Dale "T" 30pts
14. Ashley Evans 27pts
15. Paul Munro 24pts
16. Jonathan Davies (U16) 21pts
17. David Farrow 20pts
18. Dave Homer 17pts
19. James Roberts (U16) 13pts
20. Paul Roach 13pts
21. Gavin May 12pts
22. Alex Young (U16) 12pts
23. Ken Roberts 7pts
24. Gary Wright 6pts
25. Barry Davies 5pts
26. Dave Parish 5pts
27. Sam Farrow 5pts

Under 16 Championship (Top 6 Scores)

1. James Roberts. 64pts
- 2=. Jonathan Davies 20pts
- 2=. Alex Young 20pts
3. Sam Farrow 14pts.

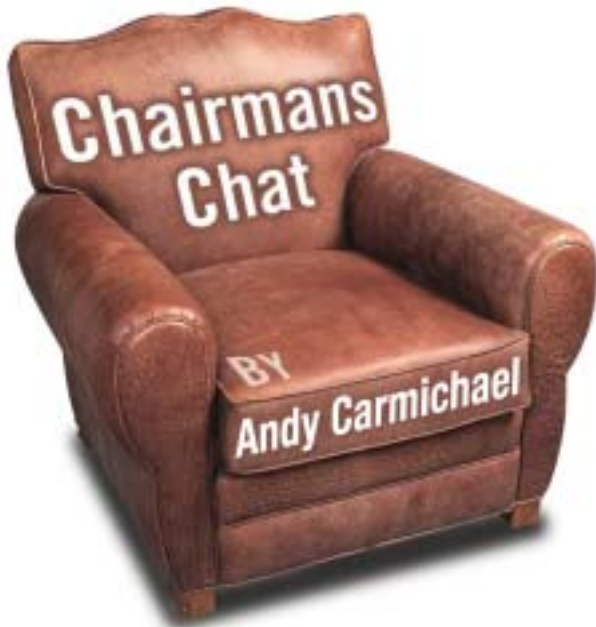
Some special votes of thanks now as follows:



L to R: Under 16s Champion James Roberts and joint 2nd Alex Young

- To Malcolm Scotto for organising both Rounds one and two at Wolverhampton and for obtaining trophies all year.
- To Dave Homer and Graham Thomas for accommodating Rounds five and six at the superb Dudley Circuit at incredibly short notice.
- To Simon Young and Rod at Great Barr for staging a superb championship finale.
- To Will Charlton for organising and providing the results service.
- Special thanks to Graham Pritchard for his advice, counsel and contacts throughout the championship season.
- Slot Car Mag, the NSCC and Slotforum for publishing our write ups from each round and also to Stephen of Slot Car Wales fame for supplying the majority of the tyres - without which the Championship would not have been able to take place !

Finally to all you competitors that took part in the Grand Prix. You all played fairly, abided by the rules of the Formula and behaved like true gentlemen. Thank you. Ian Howard (HOE Championship 2012 organiser). ■



In March long standing member Robby Howes contacted me with a complaint which I subsequently discussed with him at Slot Festival in May. I offer my apologies to Robby as it has taken a long time for this letter to reach publication, but express my thanks for the time he has taken to raise issues. I felt the contents of his letter worthy as discussion in Chairs Chat rather than as a letter to the Editor.

Robby in summary wrote;

First of all, although I obviously appreciate and of course somewhat understand your feelings towards my observations of the NSCC - and the operations of it, I feel compelled as a member of many years standing (two decades and still counting) to voice my opinions that need to be aired. And as a loyal member of the NSCC for so long - many more years than most if not all the current committee members, I felt it necessary to call a spade a spade.

Before moving on, I should like to point out at this juncture that I do fully understand and appreciate all the work that is done by those members who give of their "precious time" for nothing I thank them. But I should also like to add, that becoming a committee member means some sort of sacrifice. Be it time or otherwise. Besides, those who volunteer their services have to realise that they'll be called upon to act accordingly. If they perceive that too much of their time is being eaten up by NSCC duties, well, they can resign. An easy solution to what is in many organisations, the only option.

My comments "for the few", was simply an view of what I (and many other members I might add think the

same way too) perceive to be a club that only predominates in the London area - and the North/Midlands. Why no NSCC meetings/swapmeets in the South? I've personally never met any of the committee members. Only Andy Carmichael. Why are trade-ads so expensive? After all, the NSCC only has world-wide audience of 500 members! Once upon a time, it had 1500 hundred members or so. Where have all the members gone? The Internet? Probably. So why pay 30 pounds a year to be a member of the NSCC, when most of the information that appears in the NSCC magazine can be sourced online? How many members want to travel up to Yorkshire from Weymouth for example, to attend a swapmeet? I don't.

Perhaps it might a good idea to transform the magazine into a bi-monthly issue? The current content each month needs revitalising A case of of not enough editorial. More interesting articles more often. And on that subject, I've offered articles, but been told there is not enough room to run them. Strange. And I have to tell you, that many people I bump into at swap-meets say the same thing The NSCC magazine needs changing

Running any organization - be it the NSCC or whatever, is never an easy task. And when a organization is run by volunteers it is fraught with all manner of difficulties. However, the key to unlock such difficulties is easy, listen to the members! Hear what they say. Don't sweep their collective suggestions under the carpet. It is always so easy to become complacent - to be so immersed with a tight circle of member activity, that all those on the outer fringes are forgotten. And only remembered when the magazine subscriptions are to be paid.

One last thing, why is that special edition AC Cobra so expensive? £55.00 pounds plus £5.00 postage! Is this misprint? I can imagine this special edition being offered on ebay for far less money very soon. We'll see.

Hopefully, all the above comments will taken in the spirit of constructional observation - not merely criticism. It is in the interests of all members that constructional criticism be given publicity.

Thank-you for your time.

Robert D. Howes.

PS: I would like this letter to be published in the NSCC magazine along with your reply

In principle I understand and to some degree agree with Robby's synopsis of if you don't have enough time then resign, but this does not present a real solution to the problem⇒⇒



of being a Committee member. The recent Committee Election produced only one volunteer to stand and showed that there are not masses of people volunteering to give up their spare time to run the Club. The lack of volunteers is well demonstrated by the years it took to replace our long standing previous Editor Brian Rogers and the lack of people challenging Committee posts. To some extent I feel there is some apathy from members to get involved with the running of the Club and possibly this can influence people to think everyone is good otherwise there would be challenges. With the country continuing to face a tightening economy there is a tendency for people to turn their spare time into money rather than give it away or spend it on hobbies, so I would suspect the problem will get worse rather than better. This does present a serious problem, if no one wants to do it then how will the Club run?

Why is everything based in London/ North Midlands?

The Club presently runs two swapmeets, one in Ossett which is as far up north as we dare to go and the other at Milton Keynes. The Trade seems to represent the south reasonably well with events in London and Swindon, but it is a very difficult balancing act. At the time of going to print I believe a Bristol Swapmeet is being planned for next March 2013? The NSCC labelled events that used to be hosted in Southern England were run by willing members, the majority being privately funded with zero risk to the Club. As these events have closed the void has been filled mainly by the Trade setting up events with the NSCC attending and supporting by invite and agreement. Swapmeets do tend to be run so as to be commercially viable and as a consequence they will often be based near areas of maximum population catchment. Ossett is predominantly run as a benefit for members and enthusiasts rather than financial gain and geographically is pretty much in the middle of main land UK. This means a member in Edinburgh has to travel 230 miles to get to the nearest Club event whereas the furthest event for a Weymouth Member is 280 miles. I agree these are huge

distances, but with the Club no longer being the hub of the Swapmeet calendar I can't see how we can affect this. A valid point is made though, do any members have a solution?

Why are trade adverts so expensive?

Last year the NSCC advertised in the Jaguar Enthusiasts Club magazine, the rates we should have had to pay were tenfold the NSCC annual rates for a single edition half page event, of course their circulation is much greater but for me put our rates into perspective. I understand that the Trade advertising rates have remained the same for many moons now as an encouragement to keep advertisers onboard. If you are a trade advertiser you get a £30 membership thrown into the deal, this would make a quarter page advert about £8.50 per month. What does need to be remembered is that the Club Journal does get passed around a little like Playboy magazine in a senior school. I'm aware of several Clubs where there is only one NSCC member but many readers, Journals also tend to live on and change ownership whether gifted or even sold on eBay, I would suggest circulation is far greater than membership which is now approaching 600 . I feel this compares well to our days of 1,000 members when the internet was still in nappies, to my knowledge we have never had 1,500 members but I stand to be corrected.

This is probably a good time to plug our free advertising to members, why pay e bay and Paypal fees when you can list at the price you want in the Journal? An individual member can list up to £1,500 worth a year for free (Sorry Robby hijacked your reply to get a reminder in!).

Why pay £30 a year for information that is already on net?

In the modern world virtually any piece of information can be found on the internet and most of it for free, however despite this books and magazines still sell albeit at a slower rate than perhaps ten years ago. The emergence of several internet slot magazines has now seen these available as hard copies and the uptake appears to be growing in that format so there still seems to be

a demand for the hard copy magazines, these hard copies are substantially dearer than our beloved Journal which is probably down to our volunteer labour and minimal profit. The Journal is very much the result of what members submit which is not always on the net and distinctly different and separate from a forum.

The Journal format has received considerable discussion over past years, when we asked if members wanted it electronically very few people have expressed interest despite growing postage costs, general consensus seems to be members want a hard copy. In a similar manner the idea of bi monthly has been raised but as yet few members have supported this. I think all these issues have appeared at sometime over past two years in Chairman's Chat?

The NSCC Journal is still unique as the only monthly slot magazine, and as for value you get 12 copies delivered for £2.50 a month, considering over a third of this cost is postage I do feel it's a great read for very little cash.

Has the Internet killed membership?

Personally I do feel the internet has reduced membership as the Journal and the Club used to be the oracle of all things slot, now you can read everything from top tuning tips to the history of Wrenn 152 on-line twenty four hours a day. It is important that the Club maintains a niche in the world of slot cars and with a membership that is maintaining now this seems to be happening.

Since becoming your Chair I have tried to open up discussion with members and include them in what's happening, for example summarising minutes after Committee meetings, and inviting involvement from members where possible. Speaking out loud and at the risk of causing the Committee more work perhaps it's time to survey the membership to see what you want, some of this could be done electronically to save costs but collation of data would be a Devil's Tower for someone! Any volunteers?

Why was the Cobra model so expensive?

The price placed on the Cobras was set by discussion between the two clubs involved and

was based around the recommended cost of a Limited Edition Ninco Model. The Cobra was produced in a much shorter run which increased the unit cost and therefore increased that final price set. Many Limited Editions of around 500 are available from events and anniversaries at around £50 so it was considered £55 was a fair price for something we had an allocation only of a 125 models. Subsequently the Committee negotiated additional models from the UKCRC allowing for all initial orders received to be filled. Obviously the cars do need to make a profit in order to provide funds for other tasks. The profits go to the Club and provide for its future and independence.

In terms of the shipping costs, postage in UK at the time was £3.25 by recorded delivery and the super strong boxes cost just under a pound. This allowed approximately 75 pence profit per model some of which went towards packing and fuel costs to post office. Overall the postage produced minimal profit. I undertook all the postage and packing of the models so no labour costs were incurred, I never really appreciated that posting batches of twenty five items by recorded delivery would keep me in a queue and counter for over an hour. As a side note most infuriating was that I used a resident's parking permit when I posted the first batch which blew off the dash onto the floor and so I received a Local Authority Fixed Penalty Notice, it has taken four months, three letters with photographs and an appointment with a tribunal to get the fine cancelled!

I have now seen a number of the Cobras sell on eBay and they have realised a value between £75 to £140, so for me I feel the Cobra was a great success.

Once again I wish to thank Robby for his comments and his patience in getting this to print, he has raised some interesting and pertinent questions which I have tried to answer, explain or expand upon. Perhaps you have a view that can help take the Club forward?

Moving on and I have received a further letter from Andy Willmott directly, which is as follows:

Good Evening

Major whinge.....

⇒⇒



Just received my club car; why is there no reference to NSCC on the car apart from different number driver details nothing to say it's a club car. I cannot stress how disappointed I am with this model all the other cars are of a high standard. This to me is not, had I known there is no way I would have ordered this model. I feel let down and conned....I am sure that I am not the only member that feels this way.

I feel so strongly about this

Andy Willmott

Here is my response direct to Andy addressing his concerns.

Dear Andy,

Thank you for email and your feedback upon the 2012 Club Car, the Drayson No 8 Lola. I apologise for the delay in replying to your concern, the Committee has been very busy looking at Election issues and dealing with stuff that really could not wait.

As part of any project team it is always disappointing to receive negative opinions about 'Your Baby' but it is equally as important to listen to the down side as well as the positives. I will try and explain the reasoning and decisions made to bring the model to fruition.

First of all I would like to set the general background. The last two years have seen a changing commercial environment for all things slot car with some products appearing to be 'dumped' on the market and some companies experiencing financial and management changes. These have been very tough times with some marks disappearing whilst new labels have become very popular. Many criteria which traditionally the Club would have accepted have had to be challenged. For example, our 'normal' production run of 500 examples has meant the Club has tied your cash up for long periods whilst sale of that edition is exhausted, this has then reduced resources available for the next/other projects. The slow sale rate of the last models of a production has then affected collectability and in turn the appreciation value of models. We (The Royal 'We' as in your Committee) therefore needed to negotiate with manufactures who were deemed to be popular with the slot car community and were willing to agree with small production runs.

We also needed to try and please as much of



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 <p>6 X SLOT CAR BILLBOARDS 1:32 LASER-CUT KIT LS-304 £19.90</p>	 <p>TRUE & CLEAN Tyre Truer & Cleaner 1:32 for Slot Cars TC-401X £19.99</p>
 <p>MARSHALL & PRESS TOWER 1:32 LASER-CUT KIT LS-303 £21.50</p>	 <p>RETRO GRANDSTAND 1:32 LASER-CUT KIT LS-306 £35.95</p>
 <p>START/FINISH & AD. BRIDGE 1:32 LASER-CUT KIT LS-301 £14.50</p>	 <p>MARSHAL'S STAND 1:32 LASER-CUT KIT LS-305 £19.90</p>

the Club as possible not only the collectors, but the racers in the Club whom are sometimes forgotten at Club car time. For this sub group some models even very valuable ones have been poor choices. We also have a growing interest from people who want genuine looking cars not fantasy liveries. All these things were factors to consider as well as the need to encourage new folk to join our fold, a club has to be able to lure in new blood and to do this it must maintain and stimulate interest.

Into this arena our Club strode trying to find a suitable product that ticks numerous boxes, in the end the best product appeared to be from the increasingly popular Slot.it brand. This is a company that has a reputation for real liveries rather than promotional styles and a livery was wanted that was unique to the Club. The initial idea was floated some two years ago and has taken considerable negotiation for it to be born. This is how we came to have a genuine livery model, in a short run (Only 312 certificated cars) and a model that could be put on the shelf or thrashed around the loft.

I feel the biggest question your comments raise is. 'As a Club should we only produce NSCC cars or collectable slot cars as a whole?' At the moment we do both with a bias heavily towards NSCC liveries. This year we have produced seven different cars to support the Club although only three of these are manufacturer coded productions (Hornby Weekend Mystery car, Ninco AC Cobra and The Slot.it Lola). Over the clubs 31 years several cars have been produced with no NSCC related logo including some real race colours/livery, such as the red Alfa and orange MRRC Porsche Jeagermeister, so a genuine livery is not a new concept, just not an option we have taken recently.

My personal take upon the Slot.it Lola which should not be interpreted as criticism on any of my fellow Committee members is that a NSCC reference on the box or base tray would have been good and meant every car sold also acted as an advert for the Club.

Regards,

Andy Carmichael (Chair NSCC)

Footnote to the above

Since replying to Andy I have discovered that the option to add a Club Plaque or similar to the Lola was discussed with the manufacturer but was not available to us as a choice. It therefore only left the option of adding our own plaque by organising something seperately snf retro fitting it to the cars once we had received them. This which would have required 312 boxes to be opened (all are shrink wrapped) and the plaque fitted, which would have had a large time and labour cost plus many collectors want a sealed model untouched by human hands! Something which is also worth mentioning is the Club has been approached by mainly foreign members wanting this car so I feel it's collectability value is strong and will continue to grow. Indeed one recently sold on eBay for some £205.00 excluding postage, so there are some out there that do values these NSCC Club cars whether they have a NSCC livery or a logo or otherwise. ■



Stanstead International Swapmeet 2012 - A Brief Report

By John Penfold

Last month saw the 2nd Stanstead International swapmeet held at Bishop Stortford and organised by Slot Car Promotions.

It was good to see that this event, having been taken over from Brian Walters previously be retained on the slot car calendar and it did not fail to disappoint with some twenty or so traders and what appeared to be a good turn out from NSCC members and the public alike. Indeed it would appear that this swapmeet is returning to it's former glory and this is no doubt down to the hard work of Slot Car Promotions, who have publicised the event and encouraged/cajoled other traders to attend, some of them for the first time, such as Typhoon Slots and Models. There was also our Dutch friends present, JP and his family (Model Racing World) and some of the usual traders, such as Bob Bott, Steve Langford, Phil Smith, Derek Cooper and even Adrian Norman selling some items!

Of course the organisers were there, Steve Cannon, Mark Scales and Roger Barker along with Brian Walters.

Among the usual traders there were also interspersed some of the smaller dealers and individuals so the whole event had a considerable selection of new cars, accessories and spares as well as the older and perhaps rarer items we have come to expect.

In addition to the dealers, the NSCC was present with their own stand, and they were also manning the door and admission, plus distributing some of this years Club cars to members.

I myself largely attended in order to collect some pre ordered cars from Telford (Typhoon Slots and Models), but as is usual at these events I also managed to part with some more money

on couple of other new releases from Scalextric and also some scenic items for Slot Car Scenics. Who knows one day I may even get around to painting them and actually putting them on my track!

The facilities at the Rhodes Centre have improved in the last twelve months, with the cafe area being increased in size, the only downside is food is limited and the parking can be a bit tight especially when the slot meet is in full flow!

Generally it appeared that the attendees public and Club members alike were parting with their hard earned cash, I witnessed many people leaving with cars etc. loaded in bags.

It was also nice to see a lot of first time attendees this year, some of who I spoke to and had seen the adverts and decided to come along for a look and possibly pick something up to extend their set at home. After all whilst these people are not serious racers or collectors now they could well become so in the future.

Of course another reason for attending was to catch up with other members of the Club and have a chat, plus as my good friend lives up the road I managed to meet up with him this side of Christmas for a change!

All in all then I thought another great event and long may it continue, I hope that with this second report I have convinced those who have never been to a swapmeet to go to one, of course the next one is of course Orpington on the 18th November 2012, which is usually a very popular and well organised event by Phil Smith, with good food and plenty of parking.

The NSCC will be there and if you wish to purchase this year's Club car I believe they will have some spare ones available for purchase on the day as well as some for collection as a result of the pre orders by members to date. ■

email: ebaywatch@nsc.co.uk

Hi people, well the end of the year approacheth as they used to say and winter is now upon us. I am writing this in my garret bathed in glorious late afternoon sunlight with a clear blue sky outside, not a cloud in sight hey ho, so down to business.

An interesting month, with new models arriving on the scene. Some have been awaited for a long time, and, upon delivery, appear to have created disappointment rather than pleasure to some purchasers, but more on this later.

Tinplate/Early Metal Cars

Two vintage Scalex racing cars plus a vintage tinplate clockwork racer. Thirteen bids took this item to sell at £43.20. A reasonable price for what was on offer, as all items in the lot required a lot of restoration (251157908400).

Scalextric tinplate Ferrari, minus driver. Ten bids, this item sold for £51.00. Item in reasonably good condition, so this was, in my opinion, quite a reasonable price (320994687450).

Scalextric tinplate car, minus driver. (A Ferrari.) BIN £120.00. Sold. Well, after the last comment of mine, on the previous item, this somewhat makes a mockery of the whole thing. This item, in the photograph, looks very shabby and nowhere near in the same condition as the previous one (251153123844).

Vintage Maserati Scalextric tinplate racing car, 1950s. Eleven bids took this to sell at £87.56. This item in need of TLC to bring it to a reasonable standard (370662847010).

Scalex tinplate Aston Martin, DB2, '50s, used, unboxed. Thirteen bids and this item made £36.00. This item in a very "used"

condition, complete restoration required, rear axle not fitted to the car at present and one wheel only fitted to the axle. I would say price is correct for this one (271073660384).

Scalextric vintage tinplate car, again a Ferrari, in blue. Nineteen bids, sold at £107.00. Not much to say on this one, subject looks quite tidy in the photograph. As usual, minus driver (120999188069).

Scalextric Vintage Sports Cars D-Type Jaguars

Vintage '60s Scalextric C91 Jaguar D-Type, colour green. Nine bids, this item sold for £63.99. Nice tidy cars, in this condition, now appear to be making good money (251161797661).

Scalextric-Triang C91 D-Type Jaguar, early '60s, colour yellow. Six bids, this item sold at £31.90. Nice clean, tidy motor, made very little money for one in this condition, though some signs of faint brown marks on front wing (170919644204).

Vintage Triang/Scalextric Jaguar D-Type. Original and complete, colour blue. Fifteen bids, sold for £40.66. Nice tidy/clean model, should have been sold at a higher premium but maybe brown marks held it back (300789001532)?

Vintage Triang/Scalextric Jaguar D-Type, colour green, original and complete. Thirteen bids saw this item achieve £33.00. Again, a tidy car with slight marks from the same seller as the previous item (300788976331).

Triang/Scalextric Jaguar D-Type, colour green. Ten bids, item sold for £36.99. Another clean tidy model. We seem to be finding a level, which, I suppose, is good in one way, but I thought it would have been higher (180993001944).

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Excellent vintage '60s Scalextric car, rare (race-tuned), C91 Jaguar D-Type, colour green with a black and white racing stripe down the offside. BIN £115.00. Sold. What was I saying about reaching a level (271080280237)?

1960s GTs/ Sports Cars

Scalextric Ferrari 250GT SWB. Fifteen bids, item sold for £51.55. Active bidding, but this item was worth a lot more. Very good condition, in box (261102710419).

Scalextric Aston Martin, as above, very good condition, in box. Again, active bidding, Fourteen bids, sold for £63.35. (Three months ago, this item would have probably reached £100.00). Both models from the same vendor (261102678959).

Scalextric Vintage '60s Scalextric car C69 E4, Ferrari GT 250 Berlinetta SWB, blue. BIN £95.00. Sold. Beautiful condition, box not mentioned, made the right price, for a change (271057424546).

Scalextric C57 Aston Martin DB3, blue, excellent condition, complete with box. Big head loop braid example. BIN £64.95. Sold. Item description speaks for itself, but, in my view, still not the right price (251169485965).

(Fabulous). Vintage '60s Scalextric car, original C84 Triumph TR4 in blue. BIN £129.00. Sold. No mention of a box, but item in exceptional condition, hardly looks played with (271073700546).

Scalextric C84 Triumph TR4A, blue. Twelve bids saw this item fetch £45.00. The model looks good in the photograph, but photographs can lie but a red stripe down the body (350611848312)?

Vintage Scalextric C84 Triumph TR4A, blue, race-tuned, boxed. (All original) BIN £150.00. Sold. That's the sort of healthy return I would have expected on the apparently mint and boxed item we have here. It does look wonderful in the photograph (330805800745)!

Vintage Scalextric C83 Sunbeam Tiger, yellow, race-tuned, boxed. (All original) BIN £150.00. Sold. As with the above, both from the same vendor and this one is just as stunning as the previous one appeared to be (330805792732).

Triang/Scalextric TR4A, blue, race-tuned, no reference to box. Seventeen bids saw this item sell at £73.18 (251166320160).

Single Seaters

Scalextric/SCX Graham Hill 1964 BRM P261 F1 car. Thirteen bids saw this item make £35.15. I have to say that, quite recently, a number of these items have appeared for sale on eBay, in fact, one of them suddenly appeared in my collection. The one pictured here looks in the same state as mine, i.e. superb to mint and well worth the money. In my view, this item should have fetched a better price than this, as it is such a good model (160898557092).

Scalextric/SCX Tyrrell 001 Formula One, new and boxed, vintage Jackie Stewart ref 6178, from Spain part of ex-shop Spanish collection - unrun. Thirteen bids enabled this item to sell at £67.78. What a cracker! This is a thing of beauty, copied by a few manufacturers, but never to this level of excellence. One even appeared in my collection early one morning, and still resides there. Well worth the price made, but should have been more (230861921964).

Scalextric Vintage Ferrari C9, 1960s Grand Prix racing car. Eleven bids, sold at £62.75. I don't know what it is, but this particular range of Scalex models consistently gives me a big negative vibe from Scalex. I find them most unattractive models in all the ranges ever manufactured, so I can never understand why the odd one or two find their way to making decent money, but that's my problem. Maybe it was the blue colour? The vendor must be very pleased (251166324027).

Excellent, vintage '60s Scalextric car C58 Cooper Climax. BIN £55.00. Sold. My word, this does bring back memories of my more youthful days. This was the first Scalextric car I could ever call mine and after many hours beavering away tuning the motor and carrying out serious chemical experiments with the tyres, boy, did it go, and by gum, did it handle like a dream, a real pleasure to drive if my memory serves me right. Well, I've got that off my chest. It was so nice to see it making good money at auction (271087206448).

Scalextric/SCX Ford Escorts MKs 1 and 2

Scalextric Ford Escort Mk 1 RS 1600, 1973 RAC Rally, used. Fourteen bids saw it sell at £30.98 (160899874391).

Scalextric Collector Centre Escort Mk 1 C2937, still in bubble wrap, never removed from box, rare in this condition. BIN £69.99. Sold. (140846321718) Same seller sold one on auction for £47.00 (140856156633).

SCX Ford Escort Mk 2 RS 1800, Phil Collins Rallyday 2012. Five bids saw this sell at £67.05. Low price to pay for such a unique model. Again, we see the masterpiece in the gentle conversion of a standard slot car, taking a brand new SCX model and modifying it in the mildest way possible, to achieve a thing of beauty such as this. This must be about the sixth item this vendor has put through eBay; each one a gem (130783965048).

Nice to see the Escorts currently going through the auction are still holding their prices, clearly a demand exists for these models.

Scalextric Quattro items

1/32nd scale Quattro QX04, Toccata dome, NSX 2004. BIN £70.00. Sold. From Portugal (320999139860).

1/32nd scale Quattro QX06, au Cerumo Supra 2004. Two bids, sold at £46.00. Complete with pit babe (320998838604).

1/32nd scale Scalextric Quattro QX05, Esso Ultraflo Supra 2004. Nine bids, sold at £68.66. Complete with pit babe (320992899784).

After due consideration, I think these are the most expensive pit babes in the whole of motor sport!

Scratch built/RTRs

BRM MK2 Hand made, Scalextric compatible, tested and working, spent all its life in a display cabinet. Thirteen bids, sold for £52.00. Cheap as chips (110964675361)!

Triumph TR4 Rallye Monte Carlo Historique, 1/32nd scale hand made slot car. One bid, sold at £64.95. From the Netherlands (140867282890).

Aston Martin DB5 Convertible, 1/32nd slot

car, hand made, unique. One bid. Sold for £67.95. From the Netherlands (140867289698).

Slot Classic CJ31 Ferrari TR60, NART 2e, Le Mans 1960, numbered limited edition of 500. Sold for £202.30. From the Netherlands (390476418503).

Slot Classic CJ-1 Pegaso Z102, in red, factory built, ready to run. Twelve bids, sold for £1,615.00. From Germany (390479861387).

Scalextric Presentation/Limited Editions

Scalextric Preview Car-McLaren MP4-12C-Limited Edition. Twelve bids, sold for £88.00 (110957923245).

Scalextric C3328 McLaren MP4-12C, Range Presentation, mint, boxed. BIN £140.00. Sold (130776883667).

Scalextric New Releases

Scalextric Slot Car C3311 Lotus Cosworth 49, Jim Clark, #6, Players Gold Leaf livery. Fourteen bids, sold for £30.00. This is a great shame for a long-awaited appearance of the partner car to Graham Hill's. It was a big disappointment in many areas, e.g. bodywork paint colour, lack of cockpit detailing etc. I think this is going to affect the price of this car, and I only hope it doesn't drag down the price of the Graham Hill model (251164088564).

Scalextric MGB 1964 Sebring, #48, C3312, 1/32nd, brand new in box. One bid, sold at £29.99. Not a lot to say on this one, apart from, it is a beautiful creation in pale Speedwell Blue, with offset red and white racing stripes. (300796847104),

Well folks, that's it for another month, but before I go, I can give you a last bit of information on the Scalextric C70 Bugatti mentioned last month. Apparently it transpired that the seller supposedly picked up the car along with some others in a job lot for £1.50 a car from a car boot sale recently. It was his best ever result on eBay he reported!

And this time, really finally, last month saw one of the new NSCC Slot.it Lolas being sold for some £ 205.00 plus postage, perhaps if you haven't yet ordered one from the Club maybe you should sooner rather than later? ■

