



No. 366 SEPTEMBER 2012

Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Kits 'N' Bobs.....	16
Carrera Corner.....	20
Fly On The Wall.....	22
Ninco News.....	25
Ebay Sniping Part 2.....	30
Election Addresses.....	34
Swapmeet Report.....	38
Fly Review Trucks.....	39
Spring Quiz Answers.....	41
Micro Scalextric C'Ship.....	43
Ebay Watch.....	47
Members Adverts.....	49



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Patron Pending

Every now and then you get a little break through, something you think may never be obtained, happens, sometimes through hard work and other times through a bit of luck.

Well this month I can report that as a result of a little bit of both hard work and luck, the NSCC appears to have finally got itself a patron, someone who is both a respected figure and also a racing driver to boot! Indeed someone who is already linked to the Club by virtue of this year's Club car, being the Slot.it Lola B09/60, this being Lord Paul Drayson.

Initial contact was made by myself at this year's Goodwood Festival of Speed, after a suggestion by our Secretary I approach the team who were in attendance over the weekend, whilst not initially speaking to Lord Drayson himself I did manage to speak to his Chief Engineer, Graham Moore, who very kindly gave me contact details and suggested I email with our request, which has prompted a positive response and a willingness to thus act as our Club Patron. Discussions are still at an early stage as to what we as a Club can offer for Lord Drayson's time and commitment and indeed what we would like him to contribute for the Club, but all in all I'm sure it is positive step which should be of benefit to the NSCC in the long run and one which should give the Club some further provenance in the world of slot cars. Who know maybe in the future, the NSCC may even be present in the real world of Motorsport in a similar vein to Scalextric and their involvement with the Mini Challenge through Adrian Norman and Patrick Mortimer? Well we can all dream can't we?

If you do wish to research Lord Paul Drayson and his team, Drayson Racing Technologies it is easy enough, just Google the name and plenty of information is available.

So that's about all this month, hopefully, Lord Drayson will be reading this month's Journal, and I would like to take the opportunity to welcome him to the NSCC and thank both him and Graham Moore for their willingness to assist our Club.

Until next month.

Jeremy



MESSAGES FROM MARGATE



email: factory@nsccl.co.uk

By Pete Simpson

Plans for this month's Margate trip very nearly went awry: due to the uncertainty of a business trip to the USA I'd forgotten to confirm (or even discuss) a date for a visit. By the time I knew my trip had been deferred, Adrian was soon to depart on a fortnights holiday. Fortunately, having had my plans revised, there was no problem in taking the following day off and rushing to the factory: Adrian kindly accommodated me as he was preparing for his absence. So, it seemed, the situation was saved.

Whenever I step into the Scalextric presentation room I never know what to expect for the month and immediately scan the display wall for new models. So it was with the usual uncertainty that I entered, only to be faced with

a completely empty wall. It transpired that one of Adrian's last minute tasks was to clear the decks for the impending 2013 range: remember that this was in the middle of August so plenty of time has been allocated to the preparation for next year's range. Before I had fully appreciated the possible fruitless nature of my trip, Adrian reappeared with an impressive selection of new pre-production examples. Phew, a worthwhile excursion after all.

Although everyone is aware of the numbers allocated to the solo release cars, not so many are aware of those allocated to cars sold in sets. Set cars are allocated "C" prefixes but also carry a "W" suffix. However, these numbers are not generally published, being principally for Scalextric to track in house products; thanks⇒



to the close association between the NSCC and Hornby these set car numbers are often made available. However, as Scalextric still use real people to allocate the core part of the cars' number, errors can sometimes happen. Hence it has occurred that two Ford RS 200s apparently have the same number: C3156 was allocated to a solo release last year, the 'Shell' # 8 car, and has subsequently been reused for the 'Viking' #1 car included in the Classic Rallycross Champions boxed set, C3267A, although with an "AW" suffix. The situation is far more complex than I've alluded to here so I'll leave the opportunity for Roger G. to include a more detailed explanation of the Scalextric numbering, prefix and suffix system in the next edition of his superb series of Scalextric books. Don't get too excited: I've no advance information on a pending release, it's just wishful thinking that an update will be published some time. For those studying initial images the forthcoming Ford RS200, driven by Zanini, C3305, there may have been some confusion due to the absence of co-driver Josep. No need for concern, Josep was unavailable for the initial photo session; once the production model is released he'll be back in his seat!

New Releases

The first two items this month are both Limited Edition sets celebrating 50 years of their subjects. The secretive contents of the Skyfall set



can now be revealed in detail: the Aston Martin DB5 and the Range Rover Vogue. I've already mentioned the Aston as being an HD variant of the solo Goldfinger car, but no details have been available on the Chelsea Cruiser. This is a new take on the venerable off-roader to capture the latest version. Due to the demands of Land





Rover the previous Range Rover mouldings had to be modified: minor changes have updated the previous model by half a decade to include a revised grill, new side vents, rear detailing and tinted windows. Doubtless someone at Hornby is now desperately hoping to find further vehicles to release maybe we'll get a Traffic Womble version? The Aston from the Skyfall set will be a High Detail version of BMT 216A, the



Goldfinger registration, albeit without the operating ejector seat and bullet proof screen of the Limited Edition version although the machine guns are fitted, modelled in the deployed position.

The third of the MG roadsters, C3324A, was available to photograph, although it was very much still in development: among the minor points to be changed prior to release will be to add a chrome finish to the bumpers. Only time will tell if the low slung spot lights will survive racing spills but, as this is offered as a collectors item to celebrate 50 years of the MGB, it is probably a safe assumption that few will be tested to the limit.

⇒⇒





As with the James Bond set, this box now has finger holes to enable the car platform to be lifted out. Since the ribbon of the collectors' series boxes was discontinued, removing the cars has been a bit disquieting as the cars had to be gripped firmly to pull the tray out, often involving a worrying amount of force to overcome the tight fit.

The latest version of the MK1 Ford Cortina, C3307, represents a European race car as driven by Frederico Dal Lago at Monza in 2011 in the Campionati Italiano Autostoriche race. Running with a 1600cc engine it finished in 5th place in a disparate field of saloon and sports cars ranging from Escorts, Alpine A110 and Elan to a Fiat 500. Unfortunately, although the real car is left hand drive, the Scalextric model will be right hand drive: no tooling has



been vested for a European version of the interior. Ford aficionados will realise that this is the pre-airflow model with separate front side lights rather than being encompassed by the grill surround. As these photographs are of the prototype, the Lotus badges were not in place.



The next Metro 6R4 to arrive, C3306, will be that of Clarion Team Europe as driven to 8th place by Per Eklund and Dave Whittock in the June 1986 Lloyds Bowmaker Scottish Rally. Don't be fooled by the catalogue photo which shows the same car running in the February 1986 Swedish Rally. Before anyone starts sending in complaints, the images shown here clearly show a pre-production model: a driver





figure has been placed in the navigator's seat simply to ensure the correct ride height whilst the co-driver looks for his route maps.



Another of the impressive Chevrolet Corvette C6R GT2 cars, the last version for this year, C3280, is nearly ready to be produced, sporting similar McDonalds livery to C3288, but differing in colours. Drivers are the same as the previous HD model, Patrick Bornhauser, Julien Canal and Gabriele Gardel, but this version will be in Super Resistant guise with black windows,



no interior or lights. As far as I can ascertain this livery was never actually raced, it seems this scheme was only used for the team roll out. If anyone knows different, please let me know.



What is probably the final version of the Peugeot 908 HDi FAP is nearing completion, having been approved with no changes being required. This model is of the 2011 Hugues de Chaunac semi works Team Oreca Matmut Le Mans entry, as driven by Olivier Panis, Nicolas LaPierre and Loic Duval which came home in 6th place, quite an impressive position for this first generation 908: reliability was improved over 2010 by the replacement of the titanium con rods with stainless steel examples.



Hot on the heels of last month's F1 prototypes come another two: the 2012 versions of the Lotus Renault. Whilst the mouldings are unchanged from the Senna presentation ➡➡



model, the colour scheme is subtly different. It may not be immediately apparent from my photographs, but the stripes are slightly less gold than for the 2011 version, tending to a sandy shade. The two cars are distinguishable principally by the airbox mounted camera colours: C3262 is the number 10 car sporting the yellow camera of Romain Grosjean whilst C3261 is the number 9 car of Kimi Räikkönen with the red camera.

Younger members have another Micro set heading towards the shops: Grand Prix Stars, G1091, is an updated introduction to single seater racing. This set includes 3.6 metres of

track, sufficient for nine different circuits, a Vodafone McLaren and a Lotus Renault. Whilst few could claim that these are accurate representations of cars seen jostling for position on the world's single seater stage, they are easily recognisable as being akin to modern F1 machinery. If this is enough to entice youngsters into the entertaining environment of slot car racing, then we may win a few more over to our hobby.





USA Releases

The three USA market cars for 2012 had all arrived in the UK for pre-production review. Spotting these is always a delight as these models only appear briefly at the factory and are never placed on display: timing my visit is critical, although accidental! All are American liveries of existing models and will only be available in the UK from those traders who bring them into the country as imports at their own risk. Incidentally, some of last years USA only releases are still available from a couple of traders so be sure to do adequate research prior to committing to inflated eBay prices.

The subject of the first of the USA only



releases, C3323, is the 1969 Dodge Charger 500, number 22 car of "Brooks Massey", as driven by Bobby Allison in the 1969 Daytona 500. One of the reasons for modern NASCARs to be discontinued is the potential risks associated with the manufacturing of models without permission from each of the multiplicity of sponsors on each car. However, in the case of older subjects, or legacy as we are reminded now that the media have discovered a new word, there is less risk involved. Indeed, in the case of this Charger, not only were Dodge



prepared to sanction the overall scheme but have allowed Scalextric to employ existing mouldings even though they are not quite correct for this "500" version. Heavy metal fans will appreciate that, for oval racing, it was found necessary to modify the rear window in order to reduce rear-end aerodynamic lift: this version will not incorporate these changes.



The next cars represent two different takes on the classic Gulf livery. One is the Ford GT40 of John Weyer Automotive, C3325, as driven by David Hobbs and Mike Hailwood in the February 1969 running of the Daytona 24 hour. Unfortunately it was destined to retire from 4th place after four hours due to a cracked engine block. This is an interesting example of the breed as it started life as a Mirage, M10003, ➡➡





one of three lightweight GT40 derivatives constructed before being converted to GT40 shape with a new identity, P1075. It was this same car that went on to win Le Mans for a second year, becoming the first car to achieve this success. A nice point to note on this version is the addition of a gold pin stripe around the tyre side wall. If anyone thinks that Scalextric must be running out of GT40 liveries to release, just check out the works of authors such as Ronnie Spain. The lack of a DPR version could mean that this may well be the last version to be seen for a while.

The other Gulf liveried car is the Ford GT, C3324, as decorated for celebratory "Heritage" promotional purposes. Several of these cars were circulated around dealers to provoke a buying spree, hopefully inspired by the attractive colour scheme and legacy of the British JWA successes.

Last month, Shaun alluded to a discussion regarding the Pit Stop Remote Release Cables. This was prompted by my perusing the 9th Edition of the Scalextric catalogue and noticing



an item that I'd over looked for quite a few years despite regularly revisiting my treasured, much thumbed copy.



Hopefully, next year's catalogue will return to a more imaginative, tempting array of offerings rather than try to emulate the clinical format into which the annual Scalextric publication has declined over the last couple of years. Now is the time to seize the opportunity to produce something that generations of children will drool over and be inspired by the world of model racing cars. We adults may even enjoy the format as well! ■



While most of us have been either sunning ourselves on foreign shores, or freezing in the British rain on our holidays lots of people in the world of slots have been busy getting new products ready for release during the autumn. A update on Penelope Pitlane's new 1969 Matra Cosworth MS80 as first seen at Gaydon, is that Steve is just waiting on the production decals so kits should be available in the near future, and his next project the 1972 Niki Lauda March Cosworth 721X is nearing the test moulding stage so this should be available before Christmas. As a reminder of the beautiful Matra here's a picture of the pre-production prototype taken at Gaydon.

George Turner Models have some new releases due around October/ November time

with the Mark VII Jaguar Saloon, MG K3 and a second version of the Alfetta (presumably the 159 version from 1951) all well in advanced stage. George and Steve are both expected to be at the Wolves/ OCAR Pre-1980 Classic Saloon car event on Sunday October 7th, this is a sell out with fifty plus entrants but it should be worthwhile visiting even if you aren't racing as there will be some amazing slot cars both on display and in action.

Last time I brought you news of two new releases from David Reinecke at RMS these being the 1963 Ford Falcon and the 1966 Plymouth Barracuda. Mine are now both completed and I have decided to do a couple of minor changes compared to David's cars shown last time, The '63 Falcon Futura Sprint was



Penelope Pitlane Matra Cosworth MS80 – Jackie Stewart 1969



**RMS 1963 Ford Falcon Futura Sprint –
Monterey classic 2010**

raced in Trans-Am in 1966 by Jim Taylor (David's #6 car) while mine is based on the same car running as #5 at the 2010 Monterey Classic meeting. My Barracuda has gone away from Trans-Am and I have chosen to depict the one-off rally version driven by Pat Moss Carlsson and Liz Nystrom to the Coupe Des Dames win in the 1966 Tulip Rally.



**RMS 1966 Plymouth Barracuda Tulip Rally –
Pat Moss 1966**

My friend David Yerbury at AA Bodies is sending me his latest pair of body kits and I am really looking forward to building them as they are very different animals. The first is the 1939 BMW 328 which can be made to represent the three successful team entries from Le Mans that year, the #26 car of Prince Lippe/ Hans Wenscher came 5th overall winning the 1.5 – 2.0 litre class while the #27 car finished 7th overall and the #28 car finished 9th. The other release is the exciting Nissan Delta LM which caused a real stir at Le Mans this summer with its super futuristic body design.



**Britfix Custom Ford Popular – mine as “Risky
Trip”**

Another car I have managed to complete is from Rick “Britfix” via Slotforum with his super custom Ford Popular mine is based loosely on an amalgam of two UK based cars the Dragster “Risky Trip” and the Street Rod “Orange Pop” however for a really superb job Rick’s own version “Deep Purple” puts mine to shame.



**Britfix Custom Ford Popular – Rick’s “Deep
Purple”**

Staying in the UK my good friend Graham (G.P. Miniatures) has started casting the production versions of the Aston Martin DB5 and Vantage and is close to producing his lovely Maserati Mistral and Hesketh 308. Graham kindly brought the first ones of his Astons for me to see at Wolves last week and they really are absolute gems so I can’t wait to get my hands on them and build them up.

Two from the archives that I have finally finished several years after buying them are both from David Jones slot body range, these are⇒⇒



GP Miniatures Aston Martin DB5 GT

the 1953 Ferrari 500 driven by Belgian band leader Johnny Claes for his Ecurie Francochamps team and the 1956 Ferrari Lancia driven by Peter Collins.

News from France next and GMC have announced that their Ferrari Dino 166 will be on sale in September this is the #40 car driven by Baghetti/ Casoni which retired with engine failure after one hour at Le Mans in 1965. Also expected in September are two new cars from

Proto Slot these being the unraced 1966 Jaguar XJ13 and the Abarth Simca 200 GT as driven by Jochen Rindt during 1965.

Slot Classics of Spain have announced their latest limited release in celebration of 50 years of the MGB with a bright orange road car version of the 1965 MGB GT, as ever numbers world wide are limited so get on to them now if you want one.



David Jones Bodies 1953 Ferrari 500 and 1956 Lancia Ferrari



Slot Classic's 1965 MGB GT



Nonno Slot Ferrari 1982 126C2

My next car is another gem from Nonno Slot, this being the 1982 Ferrari 126C2 available as ready to run in four versions from the traumatic 1982 F1 season, first is the famous #27 of the late great Gilles Villeneuve (Who sadly lost his life in the car at Zolder) also available will be the #28 of Didier Pironi (Who suffered a career ending crash at Hockenheim), Patrick Tambay's #27 car and Mario Andretti's pole winning #28 car from his one off drive at Monza.

Milan Tomasek at MTR32 has three more excellent cars out these being the #58 FAT International sponsored Konrad Motorsports entered Joest Porsche 962 C as driven to 7th place at Le Mans in 1991 by Stuck/ Jellinski/ Bell. The second is another Joest Porsche 962 C this time the Torno sponsored #7 car of Winter/ Larrauri which retired 18th at the 1992 Laguna Seca IMSA two hours race, while the final car is the brutal looking Nissan 300 ZX Turbo GTS as the #75 Cunningham Racing car with which Steve Millen won the Laguna Seca IMSA GTS one hour race in 1992.

On to ready to run cars and NSR have now released their version of the #2 2011 Le Mans winning Audi R18, while Octane have two new imminent releases with the #14 Group N Renault 5 GT Turbo of Ragnotti/ Thimonier which retired from the 1990 Tour de Corse, and the #2 Citroen Visa, sponsored by Chrono in the 1984 Campenato Espagna. ■



MTR32 Nissan 300 ZX Turbo IMSA GTS 1992



Email: carreracorner@nscg.co.uk



Firstly this month, I have to advise you that the delivery of the Shelby Cobra (CA27412) mentioned in the August Journal has unfortunately been delayed, but the other cars described in the same article should be available by the time you read this.

Now moving on to this months Carrera Corner and there is news of an unusual Limited Edition car due later this year. A Ferrari D50

from 1956. Ferrari campaigned Lancia's D50 in 1956's GP season. A streamlined version for the high speed circuit of Reims in France was intended to give the team an advantage as it did in case of Mercedes Benz before. However, the vehicle was too sensitive to side winds and brought no benefits compared to the remaining conventional D50s of the Scuderia. For the race the car was converted back to "normal state".





Special LIMITED EDITION 2012



Description:	Ferrari D50 Prove Reims 1956
<small>Ferrari campaigned Lancia's D50 in 1956's GP season. A streamlined version for the high-speed circuit of Reims in France was intended to give the team an advantage as it did in case of the coudes. But before, however, the vehicle was too sensitive to side winds and brought no benefit compared to the competing conventional D50s of the Scuderia. For the race the car was converted back to "normal state". The "D50 Carenata" as to speak is a phantom of Formula 1 history.</small>	
Article number:	CA27424
EAN-Code:	4007400374242
Availability ex stock:	11 / 2012
RRP price:	£69.99
Limited Edition:	999 worldwide
Special feature:	<ul style="list-style-type: none">→ New mould just in this limited edition→ Including a Ferrari branded speed controller→ Special packaging box in form of the fuel cap

The "D50 Carenata" so to speak is a phantom of Formula 1 history. The reference number is CA27424. It should be available in November and the RRP price is £69.99. It is a Limited



Edition with just 999 cars worldwide. There is a new mould just for this Limited Edition car. A black Ferrari branded speed controller comes with the car in a special packaging box in form of a fuel cap.

The 1956 Reims race was a Lancia Ferrari dominated affair with the opposition quickly fading away. Peter Collins eventually won the race, with Castellotti second and Fangio in fourth place, all in D50s. Two other D50s were entered but did not finish.

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



After last month's Fly On the Wall, I received an email from a Club member who is an avid collector of Fly cars who says that some of the new releases mentioned in August are very similar to models already in his collection. I feel it would be helpful to clarify the position. Fly are re-releasing a whole raft of models in the near future which feature body styles and even liveries that they may have done before but with simpler chassis and less interior details. The finish of the Ferrari 512s Coda Lunga and the white Porsche 917LH are every bit as good as they were previously but offered at least £10 less than a current full specification Fly release. The Ferraris liveries have both been done before, as cars raced at Le Mans 1970 but the Porsche is from the Le Mans test held in April of that year and as such has not been seen in this guise as it was previously released in the finish of the race weekend. Coming soon in the same vein, but not in this order, will be simpler chassis/interior versions of the Porsche GT1 98, Lola T70 MkIII and the Ford GT40. These models seem now to be coming on red bases with red FlySlot backing cards to differentiate them from the full priced cars which have black bases and blue cards. For reference I have listed the cars with the revised chassis below:

FS706101 Porsche 917K Gulf 1970 Spa 1,000kms Siffert/Redman.

FS707101 Ferrari 512S Coda Lunga No.6 Le Mans 1970 Vaccarella/Giunti.

FS707102 Ferrari 512S Coda Lunga No.8 Le Mans 1970 Merzario/Regazzoni.

FS709101 Porsche 917LH Le Mans Test April 1970 Elford/Ahrens.

The first two cars from the list above were sold out by the importers at the time of compiling this. You may still be able to find one if you are lucky from the usual dealers.

Although these models are part of the Alpha series (same price and references that start with a 7) they are not like the Porsche 997 that was reviewed in the July Journal (page 23). All the above have proper tampo printing on the bodies and not lacquered over transfers like the 997. I hope this helps and clarifies the situation, if not please do contact me directly and I will try to answer your queries directly.

A further racing truck to those mentioned previously, is now available: a MAN TR1400 truck in the distinctive Gulf colours and carrying race number 14 as driven by Jean-Pierre Blaise in the 2009 FIA European Truck Racing series. I have pictures of the model and of the real thing. Expect to pay around £53 for this detailed model. The FlySlot reference is 203103.





As Europe shuts down for most of August we will be getting very little information from Fly for a few weeks now, however I will endeavour to keep you posted on anything I may receive in the meantime.

Thanks as ever to Terry Smith from Guagemaster for the information to enable me to compile the article this month. ■



As all the excitement of a fantastic Olympic event fades, Ninco are preparing for their annual World Cup competition. Every year since 2005, Ninco have organised an endurance race open to every country around the globe. Past races have been hosted by Spain, Italy, Germany and the UK. This year, the venue will be in the city of Albufeira in the Algarve region of Portugal. With average temperatures of around 28 degrees centigrade during July and August, it is no surprise that this area is one of the most popular holiday destinations in Europe.

Ninco World Cup 2012

The NWC'12 will take place on 22nd and 23rd September with the first day set aside, as usual, for practice and qualifying. Spain, Belgium, Holland, Germany and Portugal have already selected their teams through their own national competitions. Portugal have been serious contenders at all previous Ninco World Cup events and finished just nine laps behind the winners of the 1/28th "Xlot" part of the race last year.

This year's competition will revert to just 1/32nd scale racing with the new Mercedes SLS GT3 being selected as the car to be used by all competitors. Strict rules govern the components that are acceptable on the race cars and as with previous events, tyres and motors will be supplied by Ninco at the event, thus ensuring a level playing field.

Unfortunately, at time of publishing, no UK team has been selected and with time running out, I fear NWC'12 may not see representation

from the UK. For the latest information and progress of this event, please refer to the "Ninco World Cup Blog" via the internet (www.nincoworldcup.blogspot.com).

Rally Doubles



This summer I was treated to a couple of rally icons recently released by Ninco; the Lancia 037 and Ford Sierra Cosworth. Both cars first saw full scale competition during the eighties but at different ends of the decade.

The Lancia (*project number 037*) was designed by Abarth to meet the new Group B regulations which allowed a very low number of homologation models to be built, in fact just 200. Many new developments came to the fore to gain an advantage and these light weight cars with phenomenal power soon began to attract more and more spectators to the sport. Horsepower virtually doubled within just a few years and safety technology struggled to keep pace resulting in a series of fatal crashes which highlighted the extreme performance these cars



were capable of. As a consequence, Group B was cancelled at the end of 1986 and replaced by Group A regulations.

Ninco have produced an excellent replica of the 037 with their model being powered by the NC-9 Sparker motor producing 20,000rpm at 14.8volts. All round suspension is provided by the blue “medium” setting ProShock shock absorbers which are of course interchangeable with the yellow (*hard*) or red (*soft*) shocks from Ninco’s ProRace spares range. Total slot car weight is 86 grams; the body and interior detail amounting to just over one third of this. The paint finish and print detail never fail to impress me and of the two models released so far, the Martini version as raced at the 1983 Monte Carlo Rally (*50582*) is my favourite.

Turning to the “Cossie” we find an entirely

different story. With Group B no longer an option, Ford found themselves without a thoroughbred rally car. They turned to the powerful Sierra but this struggled with only two wheel drive and was therefore always at a disadvantage on loose or slippery surfaces against the four wheel drive cars such as the Audi Quattro and Lancia Delta.

Ninco have so far released two Sierra





Cosworth rally cars and my personal choice is that of Carlos Sainz's 1987 Rallye De Portugal chariot in the classic Marlboro colours (50581). Whilst the general overall theme and positioning of sponsorship badges are correct, the Marlboro logos which appeared on the actual rally car in '87 are replaced by today's "barcode" style



lettering and features solid red blocks in place of the angled blocks, courtesy of current tobacco advertising restrictions. This particular model is a significant car for rally enthusiasts (*especially those who follow the Spanish double World Rally Champion*), as although Sainz retired from the Portuguese event, he won the opening stage in this car at Estoril in 1987, his first ever World Rally Championship stage!

As with Ninco's Lancia, the Sierra is powered by the same NC-9 motor and comes complete with all-round 'medium' setting ProShock suspension. The Ford weighs in at 84 grams, (a full 2grams lighter) although with an overall length of 137mm, is around 10mm longer than the Lancia.

Even though these two rally icons did not go head to head in the World Rally Championship, they are very well matched for a 1/32nd scale "eighties era" battle! ■

eBay Sniping and Searching

By Steve langford

Well I hoped you enjoyed my previous article on sniping and I will take it that the lack of complaints to the Editor means it had appeal to most members so here goes with a follow up article with perhaps some fresh ideas about how to find out those items to snipe in the first place.

Basics

Searching on eBay can be done in a number of slightly different ways but the two main ways are by looking at a category where you expect to find your item, or searching by description. For example by category on UK eBay you would look under Toys and Games and then sub category Scalextric and Slot Car, and by description you could use a keyword like "Scalextric" for example for searching across all categories or indeed only in the Scalextric and Slot Car category. Both methods/combinations however would not cover all Scalextric slot related items as many sellers do not spell Scalextric correctly and could list in another category you have not searched. Yes it does happen. Therefore you need to do a combination of searches to try and pick up on interesting items that not every buyer may notice. You also need to bear in mind that eBay defaults its searches to "Best Match" and "All Items" and you need to customise your results to ending soonest I would suggest. For Buy It Now (BIN) options it is always a good idea to look at results with a "newly listed" view as you never know what has just been listed that you may want to snap up though bargains seem to be rarer finds these days.

To see what other categories Scalextric items could be listed in, search in a category where there are not likely to be many listings for example "coins" The results usually show no examples and eBay displays a message saying "0 results found in the Coins category, so we

searched in all categories." and then lists loads of Scalextric listings. Click the link that says [return to original search] next to this message and it takes you to the category summary at the bottom of the page where it has found the Scalextric results, which in this case showed 11,515 items in Toys and Games, (which most of us would probably have know about anyway as it would be in the Slot Car category of Toys and Games) 93 items in Books Comics and Magazines, 58 in Collectables and 33 items in Home and Garden. Click on those links to look at those listings. You could just type in Scalextric in every category to view results as well but I find this is a little quicker doing it this way. Sometimes a gem can crop up in these searches - you never know.

Misspellings

There are several programs or services that will help you find out misspelled items. I have used the Goofbay service before as it also has a number of eBay search tools but a Google search on "eBay misspellings" shows other services are available. As a comparison I did a Scalextric misspelling search on the following .com websites for UK eBay and the number of results are given in brackets. Whilst Goofbay produced 45 results, fatfingers (90), bargainchecker (38), missing-auctions (90) typobay (88) and yourtypos (88) showed that you do get differing results. Indeed Goofbay failed to pick up the wrongly spelt "Scalextirc vintage Alfa Romeo C65 (1933) Yellow" that all the other services did so I learnt something writing this article myself, not to trust Goofbay for all misspellings! (Incidentally at £499 starting price this item though in excellent condition did not sell) Some of these services take you directly to an eBay page so you can then save that search in your eBay for future use and you can sign up for emails if you want whenever a misspelling

gets listed. Default is best match on some of these searches so don't forget to customise the view to ending soonest before you save the search.

Searching by description

If you have a specialised item you are looking for on eBay you can easily set up a search and look for that item but you need to think how it would be possibly be listed if you do not want to look at every listing or you do not have the time to review listings on a regular basis. So searching for say a Ninco Porsche 356 Speedster you do it in a number of ways. Ninco would capture all Ninco models and at time of writing this would realise 716 results. Narrowing it down to Ninco Porsche got 47 results and Ninco Porsche 356 only 6 results on UK eBay. However by narrowing it down to 6 results eBay also tells you at the bottom of the page a further 29 items from International eBay sellers are available that did not show up in the results of 47 items showing Ninco Porsche. So try and narrow your search numbers down by picking bits of the description that may be used in listings on other eBay sites if you do want to try and get more options as not all listings will show on UK eBay. You can search and exclude descriptions you don't want by putting in a minus sign before the word you don't want included in the description e.g. in the above case "Ninco Porsche – scalextric" listed only 36 results but this is not really that useful for us as many listings have Scalextric as a key spam word added to their listings as Ninco cars run on Scalextric track. If you don't search on the whole Slot Car category it is always worth a try just searching on a car marque as sometimes sellers list item as a "Porsche car" for instance. Another classic listing error is when a seller does not know that Hornby make Scalextric cars and describe the item as Hornby Porsche so you could miss out if you search only with Scalextric.

Checking prices

Once you have found an item you like the look of you may want to check out likely prices paid for it in the past if it is not a BIN listing. If it is trader selling cars on a regular basis look at their

other items and you may find a BIN at less than the auction price – it does happen. Then look at completed listings (link usually found down the left side of the listings screen) to see what prices have been realised. If the seller is selling lots of an item on auction for example then you may want to wait for another listing rather than get in a bidding war. One feature of the Gixen snipe service that I mentioned in my previous article is that you can leave bids on 2 or more listings and group them together so you can only ever win 1 item in that group. Useful if you are not around to look at a computer when items are ending and also to make sure you don't win all the auctions you leave snipes for. Finally do a search on completed listings for all sellers just to see if there are other sellers selling similar items and check the BIN on active listings. A lot of classified ad items are in sellers shops with a long listing time on BIN so it is always worth refining your description to bring up potential other listings. i.e. put in Scalextric Porsche mirrors if you are really after some spare mirrors for your Scalextric Porsche.

If the seller has a best offer option you could look at the seller feedback history or use Goofbay best offer tool to look at what kind of offers are likely to be accepted by the seller so you put in a realistic but low as you can offer.

Lastly it is always worth checking completed listings for prices in case the item has been relisted by the seller. Sometimes it says relisted item on the completed auction but if you have any doubts use "ask the seller a question" button as why they are selling the same item again. I only say this as the previous sale may have been "bidded" up and a shill bidder won it, hence why the seller has it again for sale as it did not actually sell. Click on the winning bidder on the previous listing to see the bidding activity with that seller and check the feedback left on the transaction if there is any. If feedback has been left almost straight away (yes I have seen it and then the item has been relisted later) I would personally steer way clear of that auction.

Well once you have found your listing it then it is up to you to bid away, maybe snipe even? If you do wonder how many other people may ⇨⇨



be watching the item you have found there is a way of finding out and that is using the Goofbay most popular tool. Just out of interest for this article I searched using “Scalextric –stickers – track –spares –braids” to exclude the spares type listings and found the top watched listing was for “Scalextric - 15 NEW Front Axles plus Tyres” with 111 watchers with a day to go and only 4 bids £6.00 price. Why I do wonder. With 73 watchers the Velodrome set at £19.99 BIN and £2.24 delivery was perhaps more understandable and that maybe still live by the time you read this if you check out 271036644115.

Well I hope that maybe helps some of you with your eBay buying. Happy hunting! ■

Election Address For Position of Club Secretary

By Steve Baker

That's it from me, short and sweet. I hope to see a lot of you at Abingdon, and Orpington. So vote for change, vote for me!

Thanks for reading. ■

Hello all, some of you may well know me from either eBay (Jensen7.2) or the swapmeets I've taken stalls at, I'm always happy to chat about slot cars. Being game for a laugh I thought I'd stand for Secretary on the Committee, as a sense of humour is probably a good thing to have if not mandatory in a position like this. On the serious side (which won't take long) I've been an NSCC member since 1996, and have toiled my working life away in I.T. for large financial organisations. So I've become very used to the need to be diplomatic, but I do my best to keep this to a minimum.

Now onto important matters, slot cars. I race at the Farnham club when work permits. As for collecting I have three themes that I sort of collect. First and foremost is Fiats, purely because I like them. Second is Minis how can you not like the old Minis? Lastly I have what I call my "Why?" collection. That's "why" as in "why would anyone make this as a slot car?". To give examples the Pink-Kar VW Beetles and 2CVs, the French Renault 12 not the best race car and one from Hornby's bright ideas department; why when you do various race marshall's cars would you make them Vauxhall Vectras? Add a Luna Rover and you get the idea, there are so many where you just question why it's been made as a slot car?

Going forward I'd like to see the NSCC continue to regain a higher presence in the hobby. This is certainly underway but there's always more that can be done. Closer links to traders so that new/ different events can be organised that benefit the trade, the membership and the NSCC. The magazine always needs to be looked at to find ways to improve it and I have a few ideas on this too.



Election Address For Position of Club Secretary

As many will know, I've been Secretary of the NSCC for some years now and I have always worked conscientiously and sensitively on behalf of the best interests of all NSCC members. Since joining the NSCC in early 1990, I've made a large number of good friends amongst the racers, collectors and dealers in the Club, and my face will be known to many. I also know a large number of our overseas members, and have in particular built a good working relationship with members of the Dutch Club, the SLN, over the years, as well as forming close friendships with several of its members. I'm also the only current UK member of the Australian club, the ASRCC, and I keep in regular contact with several of its members. Throughout the time that I have been NSCC Secretary, I have kept comprehensive records, and accurate minutes of the Committee meetings that have been my responsibility to organise.

I would be honoured to be endorsed by you, the membership, to continue in this role, as I feel that – at the present time, against a background of unprecedented economic difficulties, the responsible and steady approach that I have taken, along with my fellow Committee members and the large number of initiatives I have been involved with alongside them, have thus helped the Club develop and produce exciting Club cars and introduce new NSCC swapmeets for the membership – the experience and stability represented by somebody who is a known and trusted figure, are invaluable qualities in a Club Secretary.

I would like to suggest to you that the continuity that my re-election would represent is fundamental to the well being and flourishing of the Club in my position along with my fellow Committee members.

I enjoy the hobby immensely, it complements

By Stephen Barber

an interest in motor racing (particularly Le Mans and GT cars) and the development of automobile design. As well as collecting Scalextric (English, French, old Exin and SCX) – indeed, as I write this, I've just taken delivery of the first releases of the new Scalextric Ford Fiesta RS and Mini Countryman WRC models, which are superb, in my view – I also have a comprehensive collection of Fly, earlier Ninco, Revell, ScaleAuto, Slot.It, Spirit, Vanquish MG and LMM cars, and I have a large collection of trackside buildings and figures produced by the various manufacturers over the last fifty years. My background is art and design; I am self-employed and my profession is making musical instruments (guitars and lutes) and for me part of the attraction of collecting slotcars and related paraphernalia is the appreciation and recognition of the highly skilled design and production work that goes into making the models. I am a collector pure and simple. I attend as many swapmeets as I am able to, and I also do buy direct either on eBay occasionally where my collecting requires it or via some of our well established dealers.

As the present incumbent facing a contested election it can prove almost more difficult to present one's election "pitch" than in circumstances where you're able to sell yourself as a "new brush" setting out to sweep away old ideas and bring "fresh blood" and vitality to the Committee. Therefore, I'd like to take this opportunity to set out for members who are maybe not aware of what I've done for the Club in my time as Secretary so far, some of the things I've helped your Committee achieve over the years – but especially recently – as well as some of the exciting projects I hope to bring to fruition over the next months and years if you vote for me to continue as your Secretary. ➤➤

In the early years of my time on the Committee it unfortunately became increasingly apparent to me that the Committee was dominated by a couple of people, with other more quietly spoken or less self confident members' voices not being heard; however with the various changes to the Committee over the years for one reason or another this has changed, with the result that we currently have a properly equal group of people who, though we're all different personalities – who, inevitably, don't always agree – function efficiently and well together, with each individual making a contribution and none of us any longer feeling that our voice won't be listened to. Whilst I enjoy a particularly close friendship with our very able Editor, Treasurer and Promotions Officer – both within and outside the Committee – I also share a good working relationship with our brilliant Webmaster and Promotions Team, I also feel I can say that I have a good working relationship with the Membership Secretary and Chairman, even having gone so far as to drive over to Holland for a long weekend to a Dutch Scalextric Club (SLN) swapmeet a couple of years ago taking Mr. and Mrs. Membership Secretary (as well as my partner Sandi, of course) and driving back with Andy a second time to the SLN Cup Race in Sint Annaparochie, northern Holland. Furthermore, it was me that also approached Andy Carmichael – after discussing possible candidates with the Committee – to ask him if he would consider running for the position of Chairman when that job became vacant. On a more serious but related note, I'm also proud to have been able to ensure that our esteemed Chairman's late father Eric was able to go to what sadly turned out to be his last NSCC/ Hornby Ramsgate Weekend, after he had initially been refused entry, by insisting that the whole Committee decided who should go to these events, prioritising those long-standing, stalwart members such as Eric who were most genuinely deserving.

Amongst my other achievements as Secretary are:

1) Being involved with the “Saving” and revitalising of the NSCC/ Hornby Weekend

when it was possible that it may cease to continue due to other external events being organised, which may have been much less inclusive of ordinary NSCC members and could have damaged our important and long-standing relationship with Hornby as the “original” slot car manufacturer and major supporter of the Club.

Related to the weekend, I have also designed and produced special items such as glasses with the NSCC logo printed in gold, and Scalextric themed A3 sized plaques and other items which were given to attendees at the first of the re-launched Weekends and subsequent ones.

2) Using my diplomatic and business skills to ensure that the 30th Anniversary NSCC Jaguar was produced as we'd originally requested and in a number more agreeable to the Club, rather than the far higher number of cars that Hornby subsequently insisted on – surprising even Adrian Norman with my successful personal written appeal to Frank Martin, CEO of Hornby Hobbies plc.

3) Overseeing and having a large hand in the design and style of the special NSCC cardboard boxes that the Jaguars were offered in; in particular, it was my idea to have a black flocked base for the car, and the clear plastic protective lid.

4) Writing the text and taking the photographs for the booklet that came with the 30th Anniversary car; the first time a comprehensive survey of all the NSCC limited edition cars had been produced.

5) Being involved with processes so that we could produce special cars for the newly planned NSCC swapmeets, and arranging for the first of these cars – a Scalextric Ferrari 308 GTB used at the first Northern swapmeet – to be tampon-printed with the NSCC logos.

6) After discussing and indeed joking about producing a snowy car similar to the Scalextric Ferrari P4 of a few years ago, actually moving the idea forward of producing a very Limited Edition “Snowy” Jaguars, and along with Sandi actually preparing and painting them for the 2011 Ramsgate weekend, and as they were so successful continuing the



theme into 2012 to ensure all members who wanted one were suitably catered for.

7) Taking the initiative (and the time) to drive to the 2011 and 2012 Nuremberg Toy Fairs to meet various manufacturers, with the result not only of securing the fantastic Slot.it car that is this year's NSCC Limited Edition Car (I also designed the LE card that comes with the Lola) but also securing offers from other manufacturers for future NSCC cars.

8) As a further adjunct to the above, bringing in two new major advertisers to the Journal, namely MRRC and Top Slots and Trains, through making direct contact with them and negotiating their terms subsequently with others on the Committee.

And, even more recently:

9) Agreeing with the taking over by the NSCC of the Milton Keynes swapmeet and helping turn it back into the great event it had started out as, and I backed the Chairman in the establishing of a new Northern swapmeet, as part of his original pledge when he took on the position, for which there has been a gap waiting to be filled since the sad demise of the Leeds and Loughborough events.

And most recently:

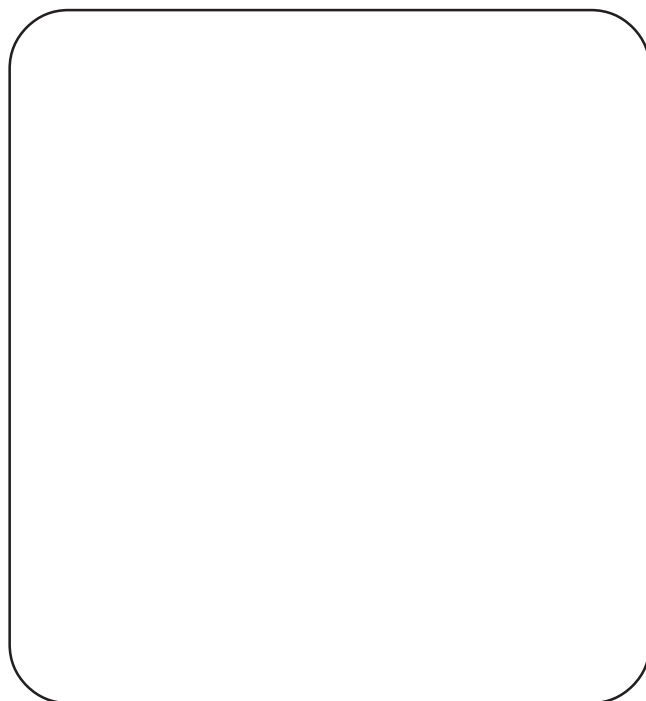
10) Suggesting to Jeremy, our hard working Editor, that he approach Lord Drayson, owner of Drayson Racing, at the Goodwood Festival of Speed (which I wasn't able to attend myself) and ask if he would be willing to be our Club Patron. Thanks to our Editor's skilful pitch and enthusiasm, he agreed, and the Club now has a very appropriate Patron in the year that we have produced Lord Drayson's 2010 LMP Lola as our current 2012 NSCC Club Car.

Meanwhile, I have recently volunteered to be the Committee's liaison with the traders group Slot Car Promotions (in particular direct liaison with Mark Scale about future events), who are responsible for the past two years' fantastic and successful events at the Heritage Motor Centre at Gaydon. This and other initiatives are ongoing and I feel require the personal touch to bring them to fruition; I would welcome the opportunity to continue seeing these exciting initiatives through; something

which I believe with my communication and diplomatic skills I am proven to be well up to achieving in my opinion.

Whilst I agree with our Chairman that it can only be healthy for a Committee to find its members challenged from time to time, one thing you can't accuse the majority of our members of is reticence in complaining when anything is either not running smoothly, or someone is perceived as not doing their job properly (and of course it is part of my role as Secretary to field members' complaints, and here my concern that members are listened and responded to, and my communication skills, come into play again): so I think I would have been the first to know long before now if members felt I personally wasn't coming up to scratch or failing in some way to do my job properly. There is a popular modern adage: "if it ain't broke, don't fix it" and it is this mantra that I am appealing to, you the members to support at this time.

Finally, it's been pointed out that some members may be confused by two "S. B."s with similar names standing for the same post. Remember, if you want to vote for the continuation of the exciting initiatives and events the Club is currently experiencing and developing, you're voting for STEPHEN BARBER *not* Steve Baker. My thanks go out to all of you for your support. ■



Abingdon Swapmeet 2012 - A Brief Report

By John Penfold

The editor has asked me to take up a challenge which used to be a regular feature of the Journal in days gone by, that being the a report on recent swapmeets, so here is my take on the very recent swapmeet organised by Slot Car Promotions at Abingdon, held on the Sunday 2nd September 2012.

The event commenced at 10am, present were the usual array of stall holders, some of them regular to these events others relatively new, after all this was a new venue, so all were welcome, sellers and buyers alike.

Generally were some 20 plus traders present and attendance by the public appeared to be good for a first time venue, after all there were some bargains to be had on the day plus some traders had a couple of very new releases available from Scalextric, being the WRC Mini and Fiesta.

For those that haven't attended a swapmeet (is there many people who haven't these days?) the format is always friendly and often more than just an opportunity to buy and sell, it being also a social event and the chance to catch up with other members of the Club etc.

Of course the main reason is buying and selling, so to give the reader a brief resume, we had many of the new and latest releases from all of the current manufacturers from the likes of Bob Bott and Typhoon Slots and Models.

You could then delve back into the past and visit Phil Smith, Mark Scales, Steve Cannon, Roger Barker, Steve Langford and Derek Cooper for some of those rarer cars or even some general releases from the '80s and 90' that perhaps you missed the first time around (I did!), all very reasonably priced to be fair, plus you could always do a little haggling if you wished.

In addition to the usual trade stand selling cars, complete there were a number of traders with spares and other assorted bits and pieces,

not to mention Slot Track Scenics with their excellent and ever increasing range. I always use these swapmeets as an opportunity to seek out the required missing parts in order to restore some of my own cars to a road worthy condition, and often these bits are mere pennies to buy.

So all in all another successful swapmeet at what is a new venue, hopefully this event will be repeated next year and whilst it has been said numerous before, if you haven't been to a swapmeet you should get along, not only can you get a bargain, you meet fellow collectors/racers and a few friends on the way. The advantage over of course eBay and the like is you also get to see and feel what you are buying, so if it is described as mint in box, chances are it probably is! ■





Flyslot's Two Newest Trucks - MAN TR1400

By Paul Croker

This review was going to be on just one truck originally, which was going to be the unexpected MAN truck of Antonio Albacete, but then luck would have it the expected MAN truck of Jean Pierre Blaise, in the Gulf sponsorship livery arrived just before my holiday so one truck review became a two truck review.

Since the re-introduction of the Flyslot race trucks, each truck continues to improve towards the standard that we had come to expect from Flyslot. The two latest releases have improved yet again, so either Mr Flyslot is reading my articles or someone is telling him about them!

The improvements

On receiving Flyslot truck MAN TR1400 Jarama FIA ETRC 2007 Antonio Albacete (Ref 203301), I was pleased to see that the front wheel discs had gone, to be replaced by the hub cover as used on the Mercedes Benz trucks and that of the actual race trucks themselves. My delight did not end there, the rather garish large diameter orange springs had also gone along with the oversize coarse red and blue springs, to be replaced with springs of a smaller diameter and coloured green or silver. These springs represent hoses of the real trucks a lot better and are



Antonio Albacete in action at Donnington during the British round of the FIA ETRC 2012

reminiscent of the earlier trucks produced. Also the front bumper has also made a welcomed return.

The other Flyslot truck MAN TR1400 Most FIA ETRC 2009 Jean Pierre Blaise (ref 203103), also has these improvements with the addition of that the inner part of the wheel hubs having not been sprayed, so the intended representation of wheel nuts is much greater than that of a wheel sprayed all silver.

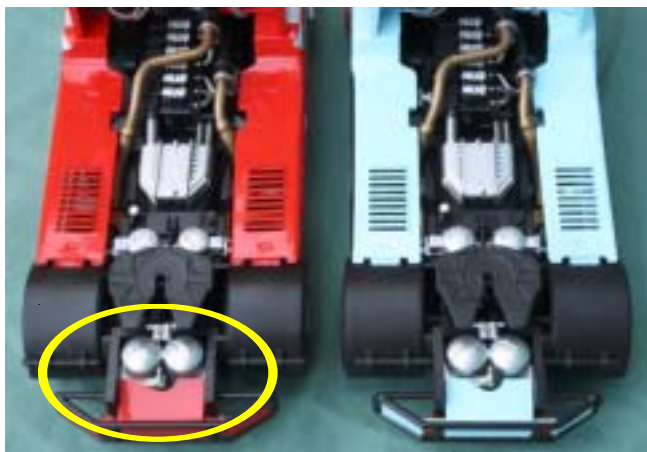
Having only had a look on the internet to see if these are good representations of the real trucks, then I would have to say yes. The only thing I could say is that again these models are of the older super trucks and not of the style trucks raced today or of the models which raced at the time of which that the model is based upon.

The bad bit

Flyslot still seem to have some assembly issues, which I have also found on some of the older models. The later style side fairings require the large air intake assemblies to the radiators to be removed, but this was not the case with Cepsa sponsored truck. The photo clearly shows⇒⇒



Production errors found highlighted



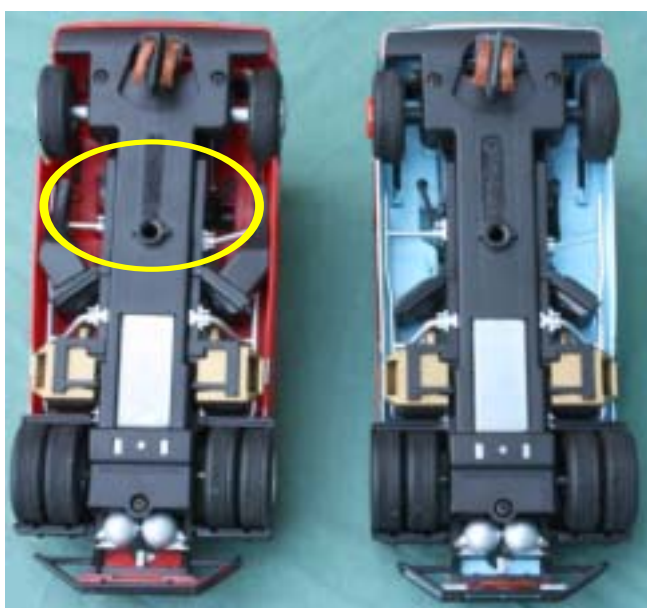
Production errors found highlighted

them fitted. Also the aerial has been fitted from the inside and the rear mudguards have had the support bars fitted the wrong way round. Both of these faults are not present on the Gulf liveried truck, but two of its cockpit springs have been somewhat over stretched.

Putting all this aside, the tampo printing and spray finish were of excellent quality, but still for models that now have a r.r.p. of £64.99 and £69.99, we still need to see these assembly faults corrected, and the return of the drivers safety netting and front grill laser etched parts.

Spare parts

In my last article on the Flyslot Sisu, I mentioned the requirement for spare parts. I sent an email to



The underside, again production error highlighted



The two trucks together

their importer Gaugemaster enquiring about the spares listed on their website, as they were all pre-order. The response was that they are all on the shelf stock at Flyslot so I should have them within two weeks. I duly placed an order on the 6th June, and waited. Well on the 10th August I received an email saying my items had been dispatched. Expecting new items which would be direct replacements for the items fitted to the new MAN trucks I was a little taken back to find that apart from the tyres, it was all old stock with new Flyslot branded carded labels. Great news if you are trying to repair/replace parts on older trucks, not such good news if you need silver mirrors and dark blue turn up, which have only ever been fitted to one truck that of the chrome version.

In Conclusion

Things continue to improve, and as I have said before it is great to see the trucks back in production, but Flyslot still need to go that little bit further to justify the cost of these trucks. I will still continue to purchase these trucks but only at the discounted prices that our well known traders sell them for, as I like many of you would most probably have to think long and hard about parting with nearly £70 for a slot car.

Many thanks once again to Telford of Typhoon Slots and Models for rushing around and dispatching these trucks in a hurry for me to review. And don't forget the real trucks can be found on Motors TV, and our very own British trucks at Pembrey in October and Brands Hatch in November. ■

NSCC Spring Time Quiz - The Answers

By The Editor

Following the Spring quiz set in April and May this year, I have now had time to collate the results, congratulations go to the winners, thanks for taking the time to enter and I hope to have sent you your prizes by the time you read this. Many thanks must go to Dave Jessett of Slot Track Scenics for the prizes this time. For information the answers to the quiz are as follows:

April

1. Which Hornby employees have Started to be immortalised?

Two – Adrian Norman & Paul Chandler on Start Rally Cars.

2. How many models of Bumblebee, according to the initial box art, may have been produced?
4,000.

3. Which forthcoming range is not in the 2012 catalogue?

Olly the White Van.

4. What is the longest running item in the catalogue?

Dunlop bridge.

5. How many versions of the McLaren MP4-12C are in the 2012 catalogue?

Twelve!

Pit Stop Challenge Set cars = 3off.

C3287 HD version.

C3281 SD version.

C3297 - Blue.

C3200 - Orange.

C3273 - Green.

C3157 – Silver.

C3327 Scalextric Club.

Micro MP4-12C set = 2off.

6. Which 1960's group can be seen pondering the stability of the plastics employed in, and admiring the fine lines of, early Scalextric

racers?

The Beatles.

7. Which company, whose LMP2 car has been represented by Scalextric, developed the 722GT?

Ray Mallock Limited.

8. How long does it take to fit a chip into DPR saloon car?

30 seconds.

9. Which non car event is represented by an HO set?

Cycling - velodrome.

10. What are the two most common materials used for slot car bodies manufactured by specialist companies?

resin and Lexan.

11. Which car is to be resurrected to represent the transportation of a fictitious crime fighter?
Tumbler.

12. To what do the letters on the underpan of Scalextric cars refer?

Manufacturing site

Tie-breaker:

Why is the Ninco Mosler:

1. So fast? (Preview question from next month!)
Strong motor in angle-winder configuration works well in getting power to the track.

2. Impossible for me to control (could be related to a!)

Too fast!

May

1. Whose digital system requires a special electro-mechanically operated guide?

SCX.

2. What do the letters LMM stand for?

Le Mans Miniatures.

3. Slot.it's digital system is compatible with SSD, but what is it called?

Oxigen.

⇒

4. Which manufacturer is ahead of the groove?
Avant Slot – literal translation.

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.
Carrera.

Earlier Scalextric was “Super 124”.

6. Which long standing slot car manufacturer was recently resurrected in Germany?

MRRC.

7. Which Parisian shop commissions and sells cars under the Any Slot banner?

Anni Mini.

There’s another bonus point for naming the manufacturer.

Chis Deco.

8. The manufacturer named in question 7 also sells slot cars and kits under three brands of his own? A point for knowing each.

PSK – Proto Slot Kit.

Monoplace.

Ghost Models.

9. Which plastic kit manufacturer is venturing

into slot cars, beginning with two crime fighters’ transports?

Polar Lights.

10. Which slot car magazine has adopted the same car as a certain replica owners’ club as its 10th anniversary model?

Mas Slot.

11. What is significant about the Slot.it models presented in orange boxes instead of jewel cases?

The orange cardboard boxes are for their Le Mans winners’ series.

12. Who now runs the brilliant, mustn’t be missed, Milton Keynes Swapmeet?

The NSCC.

So to the results, and with 1st place with a score of 27 was Richard Snell, 2nd place with a score of 26 was Iain Mackay, 3rd Place with a score of 21 was Jonathan Exley and the final prize for 4th place to Graham Pritchard. Well done all.

Hopefully an NSCC quiz will return for Christmas, to keep you occupied over the festive period, so be nice to Peter Simpson if you see him, he may well give you some clues? ■

NSCC/ Hornby Ramsgate Weekend 2012

By The Editor

We now have a couple of vacancies for the NSCC/ Hornby weekend to be held on the 24th and 25th of November 2012 due to some applicants being unable to attend.

If you are interested in applying for this weekend please send your name, address and membership number to the Editor as soon as possible to ensure your place. Remember the weekend has been highly successful on previous years with plenty of socialising, racing, a visit to the Hornby Visitors centre (where you may grab some bargains), an auction of highly desirable and limited Scalextric products, good food and of course a very Limited Edition NSCC/ Weekend car, we may also arrange some thing else for the partners not interested in slot cars!

As a reminder the costs are as follows, and include bed, breakfast, buffet lunches and Saturday night dinner:

Saturday 24th November only (shared room) - £120 per person.

Saturday 24th November only (single room) - £135.00 per person.

Friday 23rd and Saturday 24th November (shared room) - £ 150.00 per person.

Friday 23rd and Saturday 24th November (single room) - £ 195.00 per person.

No hotel but all meals etc. - £90.00 per person.

So apply now, it is a thoroughly enjoyable weekend and not to be missed, apply via email at editor@nscc.co.uk or telephone 01372 200 435. ■



Micro Scalextric UK Championship

By Andy Player

It is hard to get away from the fact that the Micro brand is the poor relation of Scalextric. Yet, nearly twenty years after first appearing in the catalogue, the small cars are still going strong.

Of course, Micro is marketed as a stepping stone to 'proper' Scalextric, but not all homes and family budgets can accommodate 1/32 layouts – especially in difficult economic times – and 1/64 scale could be a perfect alternative as a slot car racing system.

In order to bolster the racing credentials of the Micro system, Scalextric are teaming up with two of a new crop of HO slot car clubs to launch the Micro Scalextric Championship UK.

The championship aims to introduce young home racers to organised club racing and also encourage them to hold similar events at home with the traditional mechanical lap timer, stopwatch, pen and paper.

More up to date, the championship gives participating clubs valuable access to Micro home racers through official Scalextric social media channels.

Worthing HO Racing was the venue for the first Championship race in August.

The West Sussex club was launched in February 2010 and has averaged a couple of dozen racers every month since. With a good mix of local dads and sons and HO enthusiasts from along the South Coast, the club runs two stock classes – Formula One and Nascar – and a wildly fast, Lexan clad modified class.

Interestingly, Scalextric cars feature in two of these regular classes and that's in a scale where American chassis are usually considered the cars to race.

Two time modified championship winner John Ferrigno races a US British hybrid, the Scalextric Micro MR-1. This was the original chassis that launched the brand in 1994, designed and produced by the ailing



Wednesday 15 August 2012

6.30pm to 9.30pm

The Barn
English Martyrs Catholic Church Hall
Goring Way
Goring-by-Sea BN12 4UH

Race fee: £2.00

All equipment is provided

Adults & young people welcome
(12 years & under must be accompanied by an adult)
The race entry sheet is limited to forty racers

Find out more at:

www.whoracing.org.uk

F&P Worthing HO Racing. Email: whoracing@hotmail.co.uk

Round One of
the Worthing
Micro Scalextric
Championship
2012-13

Find us on
Facebook

follow us on
twitter
WHO_Racing



Micro Scalextric Championship flier

John Ferrigno's championship-winning
Modified MR-1



Race night

American Marchon company. In the Modified class, it is only the bare chassis, neodymium traction magnets and motor clip that remain.

The Scalextric Micro MR-1 only lasted a year in production and, at the 1995 British Toy and Hobby Fair, a new chassis was unveiled, replacing steel pick-ups with braids, featuring smaller neo magnets and having a new name, Micro Scalextric.

The new Micro chassis, now seventeen years old, has rarely been raced at a club level. At Worthing, it has been Andrew Rose who has developed the chassis to race in the stock Formula One class. Andrew is now competing towards the front of the field and his daughter Hannah is challenging strongly for the highly-competitive junior F1 championship, also with a Micro.

The tracks at Worthing are a long way from a Micro set, with four-lane racing, PC lap timing and a live on-line scoreboard that can be viewed around the world. A cool YouTube video is part of the on-line post-race experience.

The club uses the Tomy AFX track system, which offers curved pieces with five different radii compared to Micro's one. The AFX rails are a little lower, which requires a little tweaking of the Micro cars' braids and a reduction of tyre height.

The format for the Micro Championship is a mixture of traditional sprint races and team endurance races.

The first race was a sprint race with racers running two minute heats on each of the four



Nissan 350Z race car

lanes, the worst score being dropped. Micro Nissan 350Z. cars were prepared with copper braids and silicone tyres, two matched cars running alternate heats on each lane. Those braids do need some TLC after two minutes of fast and furious racing.

The cars and the format certainly mixed things up on that first race night in August. Some of the club's quicker drivers had a torrid time (the author included) and some of the faces in the 'A' final were unfamiliar.

The evening heralded a first-time winner – Jonah Coombes – in the junior contest, with Jonah beating some of the club's top grown-up racers.

The satisfaction and prestige of being the first Micro race winner went to Andrew Rose, which was rather fitting, given his championing of the cars at the club. It was an incredibly close



The paddock



A close finish

finish, with Andrew leading for only the final few seconds of the race and winning by a mere eighteen inches.

The next race – on Halloween night – is a team endurance race, so there is bound to be some serious trick and treating on the track.



Jonah and Andrew - winners

More details about the series can be found on the Worthing HO Racing website: www.whoracing.org.uk. All the dates can be found in the events section of the official Scalextric facebook page. ■

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

In light of our news regarding a Patron for the Club, being Lord Paul Drayson, non other than one of the driver's of this years Club car, we thought it may be timely reminder to let members know we still have some of this year's club cars available for sale.

The price of the car is £48.00 if collected at a swapmeet or similar event the NSCC is attending or you can have it posted for an additional £6.00 to the UK, £9.00 to Europe or £ 12.00 to the rest of th World. All cars posted are sent recorded/ signed for and thus are tracked to ensure they are not lost!

Whilst writing a number of members who initially applied for cars have still to pay despite being requested to do so by Shaun, also on several application forms members have not

completed them correctly and have missed some of the basic information, such as thier name, address or membership number. If you have previously applied for a car but have not yet received it could you please contact Shaun and either provide the information requested or possibly pay for the car you ordered so that we can get them sent out and thus recoup some of the Club funds spent initially on these cars.

This will also allow us to see how many remain out of the 312 cars and decide whether to allow members who expressed a wish to purchase a second car the chance to do so.

Shaun's contact details can be found on the back page of the Journal, he would prefer email but if this is not feasible of course he would gladly take a phone call from you. ■

email: ebaywatch@nscc.co.uk

Welcome all NSCC eBayers! From what I have observed, August has transpired to be a very flat month as regards quality activity on Ebay for slot car items. Holidays, Olympics and even the weather, I suppose, could have had some effect, but we have to deal with it as it comes. We will begin with what seems to have become our starting subject this year.

Metal/Tinplate

Vintage 1950 Scalex Maserati tin racing car. Very basic item, this one, minus driver, and time has taken its toll on the car body in general. Even so, ten bids took it to sell at £33.50 (160860338439).

Startex Jaguar 2.4, cream, 1/32nd, 1950s tinplate. Twelve bids were attracted by this model and it was sold for £84.90. Model showed quite a bit of wear and tear, e.g. the front nearside wing in the picture looks as though a driver had problems turning left at some time. The price, therefore, seems to be good value for the vendor (180936760450).

Vintage Scalextric car, looks like a Ferrari, particular model not known, but condition looks very clean. Strong bidding saw nineteen bids take this item to sell at £99.89 (300760756101).

Vintage tinplate Scalex Ferrari type 375F, boxed. As the title implies, this item looks mint in the photograph, and the box looks like it has just been printed. This being the case, I suppose the asking price of £925.00 wasn't unreasonable. It's a pity that nobody else thought the same way. No takers, no sale (320945033142).

Austin Healey 3000 tin cars X2. 2 items, one red over white, the other blue over white. Both are complete and are not what you could call "mint", but played with and have stayed in

sound condition. Asking price £1,200.00. This high figure attracted no interest, so no sale (300759208868).

Early plastic Scalextric cars

Triang Scalex C66, race-tuned Cooper Climax F1 car, 1960s. Very pretty car, in red. Five bids took this to sell at £21.00 (150881765429).

Triang Scalex C66, Cooper Climax F1 car, 1960s, in blue, in good condition. Six bids took this to sell at £22.00 (150881764795).

Very good/excellent vintage '60s Scalextric car, C60, Jaguar D type, maintaining the theme in the way of condition, this item in British Racing Green looks a picture. BIN £55.00. Sold (And so it should) (271034401922).

Excellent vintage '60s Scalex car, C88, Cooper Climax 2.5 litre, "race-tuned". BIN £65.00. Sold. Item in exceptionally fine condition in every sense. Well worth the money in my opinion (271034729601).

Excellent vintage '60s Scalextric car, BRM. Similar to the above in very fine condition, (hardly played with), BIN £65.00. Item sold. Again, well worth the money (271034391842).

"Rare" vintage Triang, Scalextric Aston Martin slot car MM. This item, from the photograph, looks mint, so does the box, it is no wonder it attracted eleven bids and sold at £119.00 on the nose (150860283447).

Fiat

Scalex Fiat Abarth 1000, by Reptotec. BIN £30.00. Sold (261071297344).

Reptotec Fiat 600, no. 332, mint and boxed. Asking price £35.00. Reserve price £25.00. No bids, no sale (150872179949).

Scalex Fiat Abarth 1000, by Reptotec. BIN £35.00. Sold (261072672450).

Scalextric Seat/Fiat Abarth 1000, altaya rallys of Spain collection. BIN £35.00. Sold (230829595764).

SCX Fiat 600, no. 129, mint and boxed. Two bids took this to sell at £38.00 (150872174423).

SCX Fiat Abarth 1000, Marlborough livery, by Reprotec. BIN £40.00. Sold (230830126668)

Scalextric/SCX Fiat Abarth 1000, in Gulf livery, by Reprotec. BIN £40.00. Sold (261072674106).

Scalextric/SCX Fiat Abarth 1000, Marlborough livery, by Reprotec. BIN £40.00. Sold (230836685713).

SCX Fiat Abarth 1000, Gulf livery, by Reprotec. BIN £45.00. Sold (230836685713).

Scalex Fiat 600, #23, red, C99, "scarce", 1/32nd scale, used and boxed. Asking price £295.95. This item was withdrawn from the sale by the vendor (390361529932).

Professional build models

Probuild 1/32nd slot car RTR-Lancia D24, #36-Fangio. BIN £139.99. Sold (350581506263).

Probuild 1/32nd slot car RTR-Lancia D24, #355-Taruffi. BIN £139.99. Sold (350579276327).

Probuild slot 1/32 Ferrari TR59/60, Le Mans c. 1960 Winner. BIN £139.99. Sold (350579487792).

Pro Slot Alfa Stradale. RTR factory built. This is number 13 of only 30 pieces made, a resin body from Pro Slot on a metal chassis. This is one real beauty, according to the photo. BIN £159.00. Sold (120927739655).

Collectables

Superslot C139 Mini Cooper Motaworld. Six bids, sold at £16.67. I saw this and just had to put it in the listings as it is such an attractive model in royal blue and Motaworld decals (280938334452).

Airfix Motor Racing Mercedes 1937 Grand Prix car. Two bids, sold at £23.00. Car in very good condition and boxed (180914795226)

Scalextric Aston Martin DB5, James Bond 007 Goldfinger. BIN £24.99. No sale (230823984593).

SCX Ford Escort Mk 2, Team Marlboro, with pit crew, pit equipment and tools and building. The car, mechanics and building are all finished in fantasy livery of Ford Signal Green, embellished with Marlboro decals. The building, which is an early Scalextric pit building is also painted to match. All the work has been carried out to a very high standard, and, in my opinion, this car is very collectable as it is the only one in existence. five bids, sold at £36.02. This seems to be not a lot of money for the amount of skill and time that has gone into the modification (120969681359).

Scalextric 1/32nd JPS Lotus #5, Mario Andretti. This car has been greatly modified to enhance the detail in the car and to improve the accuracy. The body has been completely stripped, the driver has been re-modelled and painted to represent Mario Andretti, with correct helmet, colours etc. New decals have been applied and added to. A simple but effective modification, which really enhances the appeal of the model. Seven bids, sold at £43.00 (280934388583).

Vintage Scalextric Minis X2. A pair of original Mk 1 type Minis in two different shades of green. I have a feeling that we saw this same item last month, with no sale. Both cars in used condition, but have lasted the years supremely well and, to my mind, can only appreciate in value. Eight bids, sold for £46.99 (290757970631).

NSCC Auto Art Porsche 911. nine bids, Sold at £56.00.

Airfix 1/32nd scale MRRC 4wd Mercedes W154, not tested. Quite rare. This one in need of some TLC, although it has stood up to the years very well. Ten bids, sold at £91.00 on the nose.

Mini Cooper, Green, 40th Anniversary, Limited Edition. C2244. BIN £100.00. Reserve £59.99. (Reserve not met). Not sold (200806090457).

Scalextric Honda C36, 1972 racing car, boxed and rare mint." This car is used, but has remained in wonderful condition." Ten bids took this item to sell at £102.00 (251135762208).

SCX Ford Escort Mk 2, RS1800. "Shell Oils" Ari Vatanen. Manx Rally. Ten bids took this item to sell at £102.02 (130746779589).

SCX Ford Escort Mk 2, RS1800. "Andrews Heat For Hire", with w.i.d.e wheel arches. Twenty two bids took this item to sell at £160.00 (130743389338).

Both the above items come from the same vendor, who modified the original SCX models to represent the two famous rally cars driven by Ari Vatanen and Russell Brooks. They are beautiful re-creations to a very high standard and I think the buyer(s) will be very pleased with the purchase. In my opinion, worth every penny!

Scalextric Lotus 49 Graham Hill #5, number 2 of 1500. Nineteen bids, sold for £156.33 (150869812879).

Rare Scalextric Jaguar XJ 220, Gold, 40th Anniversary Limited Edition. Twelve bids, sold at £160.00 (300755365267).

Slot Classic MGB GT, 1965, CJ40, RTR BNIB Scalextric compatible slot car. In my opinion, a cracking model. I wish they would release a Sebring one! BIN £199.99. Sold (261075750674).

Ninco AC Cobra NSCC Limited Edition of only 250 cars. Item withdrawn, no reason given. However on further investigation one sold at £151 at the end of July and another at £78 during August (120967570802) Incidentally, whilst on the subject of NSCC cars, one of the Slot.it Lola cars sold for £112 at the beginning of the month on a Sunday afternoon (261074754605) and an "Ossett" Auto Art Porsche for a more modest £56 (261081674642).

Scalextric Aston Martin James Bond 007 model number C97. Nine bids, sold at £475.00. This one includes the bullet shield, ejector seat, all working, the car and accessories all in great condition. (261077904423).

ITES 70s to 80s from Hungary

ITES Tyrrell . No bids. Reserve £14.99 not met (140801428939)

ITES Porsche 917, in blue. One bid, sold at £14.99 (140801428215).

ITES Porsche 917, in red. One bid, sold at £14.99 (140801427712).

ITES McLaren, type unknown, in yellow. One bid, sold at £14.99 (140801426867).

ITES McLaren, type unknown, in blue. One bid, sold at £14.99 (140801425837).

Vintage Scalextric Sets

Vintage 1960s Scalextric set 65. New, unopened, unused and undamaged. 2 cars, Austin Healey 3000 & Mercedes 190 SL. Twenty four bids, sold at £1,041.00 exactly (230836032808).

Well, lads and lasses, not a very inspiring month in my opinion. In keeping with the weather as seen from the study window, although, for saying that, there were a few little beauties that went through. Regards to you all, onwards to October. ■

