

No. 370 JANUARY 2013

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Happy New Year

I trust you all have survived the festive season relatively intact and that Santa brought you those little slot car related items you requested, so firstly I wish you all a happy New Year and all the best for 2013.

Moving on, I have been asked to point out by our Membership Secretary, that just because you are reading this editorial; it doesn't mean that you have renewed your Club membership for 2013. Due to an oversight on my part (I forgot), the membership renewal forms were not sent out until December last year, instead of being included in the November Journal. Consequently we appear to have a considerable number of members who not yet renewed, so whilst you may have received this Journal, if you haven't got your membership card enclosed also, you have not renewed! If we do not receive your renewal before 10<sup>th</sup> February 2013, it is unlikely you will receive the February Journal and of course the longer you leave it means you may miss out on further copies of the Journal.

Remember we get very few over prints of the Journal each month now, and those that are done are retained for members to replace copies lost in the post, so if you do miss a Journal due to your renewal being late, you will not have a complete set of Journals for the year.

Renewals can of course be done via the application form enclosed in the December Journal or for a quicker response, via the NSCC website.

Finally, then 2013 looks to be a great year again for our hobby, with Scalextric launching a very tempting range, which hopefully the other manufacturers will follow and the calendar is full of forthcoming swap meets and other exciting events. Of course the Club will be contributing to the hobby, by holding our own swap meets again at Milton Keynes and Ossett, as well as attending many of the other events around the country and of course producing one or two exclusive cars for this year for you, the members, so get your renewals in now!

Until next month.

Jeremy



# MESSAGES FROM MARGATE



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

By Pete Simpson

Most months' visits to Margate are a balance between having plenty of time to compile an article before the Journal submission deadline and leaving it as late as possible in order to ensure there is plenty to view at the factory. No visit is more critical in selecting the correct date than the last month of the year: too late and I'll be writing the article during the Queen's speech but too early and I'd arrive before the next year's catalogue. So it came to pass that Tuesday 18<sup>th</sup> December was in the diary, being the day the printers were scheduled to deliver the new catalogue. I had a slight delay in reception whilst Adrian ran off to grab one of the very first to be unpacked: not even he had seen the final printed copy.

Whilst waiting in reception I took the opportunity to read the 2012/13 CoolBrands® book: well, not all of it, just the Scalextric entry. Our favourite diversion has been voted into the final listing from over 10,000 brands. In the words of Paul Chandler, Scalextric Marketing Manager: "Scalextric is the godfather of boys' toys and an iconic British brand". Well, we all knew that of course, but now it's official. Maybe next year the "girls" amongst us will also accept it as a cool toy – for children of all ages!

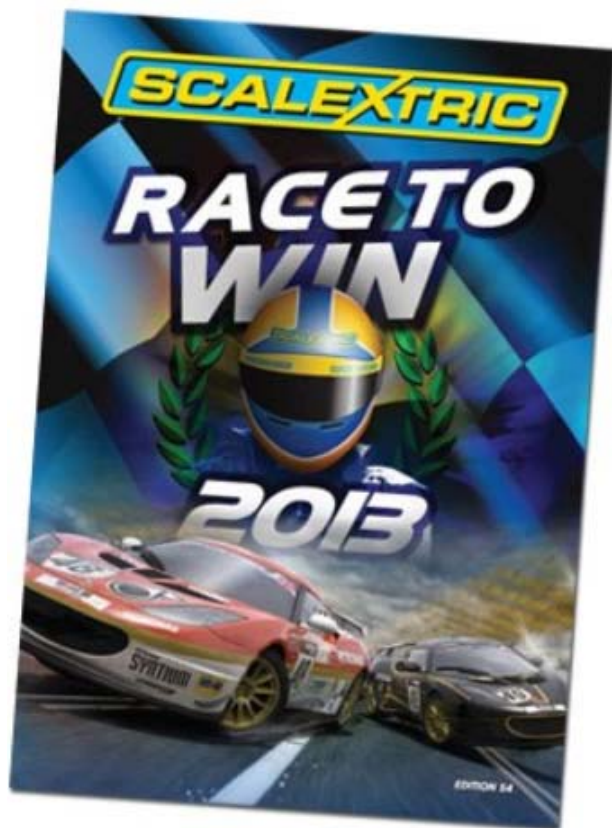
Over the last couple of months, all indication has been that 2013 should be another year of varied new models: some new liveries, but a significant number of new mouldings too. Sworn as ever to secrecy, Adrian had shown me the first prototype of a new model back in September: things looked good for a smooth transition from the 2012 range into this year. Thankfully there has been no carry over from

last year with all cars having been delivered to the UK, if not to the retailers, by the end of December so the New Year will begin with all new cars.

On entering the demonstration room I was impressed to see the completely revamped display racks, some positions of which were already bearing examples of the 2013 range. As there is so much of note for 2013, Adrian treated me to a formal introduction to the range; he walked me through from "My First Scalextric", onto the franchised subjects, the sets and then the solo releases. With my constant interruptions and questions this took quite a while. Although there are fewer cars in the range this year, there seemed to be more new mouldings and reliveries with very few cars carried over unchanged. There are seven new mouldings, represented by ten cars: 23% of the total solo cars. Only two cars are carried over from 2012 unchanged so there's plenty of new models to choose from. ➡







First impressions of this year's catalogue were encouraging: the formal, clinical appearance has been replaced by a more colourful, layered, complex and exciting approach. I asked Karen to browse and give her opinion; I gave up waiting to get it back and went and cooked dinner: she'd only got as far as the "Classic Series" section when I was pouring the wine. OK, I exaggerate a bit, but we both agreed that it is a much more captivating read than last year's example. There are a few errors so additional fun can be had by trying to spot as many as possible – I even found a couple that had been carried over from earlier catalogues that I'd missed before. As in previous years, I'll provide more photos, and details of its achievements, when each car appears as a prototype at Margate.

Before I start on what's new, a few tips about what's been dropped in case anyone has been hesitating before making that crucial purchase. The Pro Performance kit cars and accessories have been omitted, along with the refuelling pit teams, although I suspect that stocks will still be around for a while. On the track front, the



curved lane changers are no longer with us. The same day that I visited Margate, the range went live on the Scalextric web site. All the new cars are listed in a separate section so can easily be viewed. Remember to visit the site regularly, or sign up to the email newsletter, to keep up to date with new releases. With so few cars being retained from 2012 there is certain to be a few special offers announced once the new cars start arriving in stock.

### Solo Cars

I'll not cover the whole of the new range this month (Jeremy: how about a 42 page article and the rest of the year off?), but some cars do need a special mention so here's an appetiser for future months. The new mouldings for 2013 are the Lotus Evora GT4, Maserati Granturismo MC, Lamborghini Aventador, Audi Quattro, Dodge Challenger, Escort MKII and Mercury Cougar XR7. Bordering on a new moulding will also be a '69 Dodge Charger Daytona; I'm not sure how much of the existing car will remain or if the rear window will be refitted flush so we'll all have to wait a while until the prototype is available for review.





So, to kick off the new range, here are a couple of images of cars which aren't particularly well illustrated in the catalogue due to the detail banner partially obscuring the images.

The Maserati, C3403, is an interesting subject that contrasts nicely with the usual red examples: the 250F of Jo Bonnier than ran at Pescara in 1957, whilst the D-Type, C3308, reminds us who is first reputed to have added go-faster stripes to his team cars: the 1956 Sebring car entered and driven by Briggs Cunningham.



There is always a risk, when producing one's own livery of a particular car, that a manufacturer will add the same vehicle to its range. A few years ago I purchased a white Camaro in order to build Frank Gardener's British Saloon car from the 1970s but I've been



© Rich Harman 1973

hesitating, hoping Scalextric would introduce a version. My foresight has just been rewarded: the 1971 SCA Freight sponsored behemoth will be with us this year. This will make an ideal competitor for the MK1 Escort especially if a compact, twisty circuit is to be contested: just like Crystal Palace for instance.



For GT40 fans, another of the 1966 Le Mans cars is due for release; this will be the Ford France car, number 15, and should only leave a couple of that year's dominant cars to go. As some non-DPR cars have been retained again this year, there is still hope that all of the 1966 cars will appear in due course.

To mark the 60<sup>th</sup> anniversary of the Chevrolet Corvette, Scalextric will be ➡➡







releasing their own celebratory boxed set: the 1969 car is a genuine livery, but the 21<sup>st</sup> century rendition is pure fiction. Wouldn't it be good if the Chevy marketing guys decided to emulate the activities of Ford and produce a heritage version and pay Hornby licensing fees!



Although the Mini Challenge car of Patrick Mortimer, C3400, has been included in the main range in High Detail, Adrian's Super-Resistant version, C3428, has not. We know it'll be available so keep an eye on the Scalextric web site for range additions as it may be on limited release. It shouldn't be too far away as I saw the prototype in December.



The first of this year's cars was actually at sign off stage back in September, although any



details or photographs had to be held back until now. The GT4 version of the Evora was a joint development, managed by Lotus Sport UK, through a partnership between Lotus and CMEL (Corbeau Motorsport Engineering Ltd.). The team ran two cars, numbers 48 and 49, in the 2012 British GT Championship, each sporting what could be interpreted as variations on famous colour schemes from a previous age. Scalextric will be recreating both liveries in a combination of HD and SR versions to be released as solo cars and as a set: "Grid Force", C1307.



The second of the 1964 12 hour Sebring MGBs, that of Jim Parkinson and Jack Flaherty, C3415, has already progressed to the sign off stage. This car didn't quite match the 22<sup>nd</sup> place of the blue example released last year, C3312, as it failed to finish. As it's a DPR version, once the red #47 car is released (2014?) all three will be able to run against each other.







## Sets

I'd like to think that Adrian left his copy of the Journal lying around for Paul Chandler to glance through, read my November Messages, realise the potential for the Hot Rod and take steps to obtain a new licence. As reported on the web in early December, Hornby Hobbies have teamed up with Universal Pictures for release of merchandise based on "the "Fast & Furious" films. I can assure everyone that I had no advance knowledge of this: Vin Diesel's ride just seemed too good not to emulate in 1/32nd.

The first example is planned to be a Micro set; "Fast and Furious", G1092, will include two



of the generic rally cars similar to those in the battery operated "My First Scalextric" set, G1075.

The second Fast and Furious set, C1309, will be in 1/32nd scale featuring a Camaro and the new Dodge Challenger; plenty of obstacles for dramatic racing: side swipe straights, flying leap and cross road. Both cars will be the more resilient SR versions so not too many fears about losing vital body parts.

Of course, Scalextric already have a few of



the Fast and Furious cars on its books, both in Micro and 1/32nd so watch out for future releases to compliment the range. Or create your own – there are plenty of cheap Nissan 350Z examples out there to repaint.

For the first time, we in the UK will be treated to a Dodge muscle car with lights! See, ask and thou shalt receive – well, nearly! It's not the Charger but the new Challenger. One of this year's digital sets, "Law Enforcer", C1310, features a trio of illuminated digital cars, one of which is also blessed with roof lights and siren: two bad-boy yanks are pursued by an Audi R8 police car. Prototypical? Hardly, but who cares with such a great combination of machines: '70s muscle car, refined modern American Street GT and a high-tech European thoroughbred.

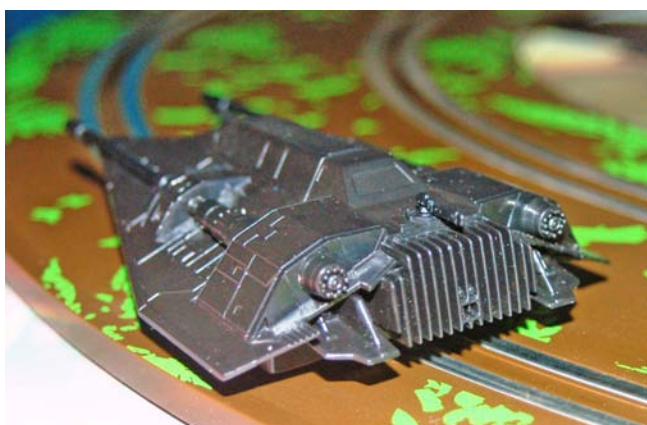


The Star Wars range is further expanded with a Start set depicting the Snow Speeders from Star Wars Episode V, The Empire Strikes Back, where they tackled the AT-AT walkers of the Imperial Force. When I visited in ➡➡





December, the first prototype was on the display, so here's the first scoop of the year. It sits on a modified version of the Speeder Bike chassis, with a wider rear track. As there was only one available, and no measuring method to hand, it was difficult to judge if two could pass on the track: it'll be tight. Two of these will be released in the "Battle of Hoth" Start set, C1300. Those shown here were unpainted mouldings: the production versions will be rather easier to photograph once in their metallic white finish.



Unfortunately, there is already a casualty: the "Off Road Extreme" Micro set, G1094, has been withdrawn. Take a look at the images and comment in the catalogue and it won't take a genius to figure out the reason.

However, the Micro range will still grow with the addition of "Snowmobile Racers",

G1095. A pair of prototypes was on show in December so here's a preview of what's to come; as these were rapid prototypes it was difficult to assess how stable they would be but handling could be interesting as the riders sit fairly high.

There is one other set that demands a mention: "Demolition Derby", C1301. This







marks a return to the Stock Car racers of the 1980s but with a new take. The cars are intended to be crashed but the location method for the parts which fall off is compatible with a certain well known construction system. This means that there is very little to limit what can be constructed on the Scalextric chassis – just think: all those International Rescue vehicles can now come to life!

One final treat; Adrian brought examples of this coming year's Club and other special edition cars along to the Hornby/ NSCC weekend in November for those present to see and indeed they met with approval generally, as this year sees something different rather than a generic

car the same colour but with different tampon printing to distinguish it from other “specials” also released in the same year. As they were securely locked behind glass, in their display cases, any photographs weren't too clear. However, they were still at the factory in December so I was able to get some better photos. Here's a grid that could lead to some very careful racing! Actually, it wouldn't happen as the Caterhams are strictly analogue. I will provide more details on the liveries of each car next month.

My personal track wish of last month is, indeed, available. It can be created by using the single lane digital sections, C7017 and C7016, as each will connect with the end of a standard straight. Normal R3 Inner Borders, C8281 and Single Lane R3 Outer Borders, C7019, can be used, with a bit of cutting at the apex, to provide adequate track width and protection. Unfortunately I don't quite have enough track to assemble the whole loop but it seems to work out OK.

Hopefully that's provided a taster for 2013 – lots more to come in detail over the remainder of the year. ■





Welcome and I hope you all had a great Christmas and a happy New Year, first up this month is a shameless plug for the Pendle Slot Racing sponsored Early Birds Grand Prix meeting at Wolves on Sunday 3<sup>rd</sup> March 2013 and my entry is a 1957 Maserati 250F V12 with body by David Jones. My interpretation is based on the #35 car practised by Fangio, Schell and Menditguy at the Monaco G.P. in spite of the “Maestro’s” best efforts and the more powerful V12 engine the extra weight of the car made the handling difficult and Fangio reverted to his trusty regular 250F for the race itself. Mine uses a Penelope Pitlane Competition In-line chassis and wheels with an NSR King motor. David’s fabulous body shell comes with the two distinctive high level exhausts unique to this car. I am in the process of building two more shells from David in the form of the 1964 Honda F1 car and 1961 Ferguson P99 4WD F1 car both of which I hope to bring you pictures of in the coming months.

Another completed car this time is my AA



*David Jones Bodies 1957 Maserati 250F V12*

Bodies Nissan Delta Wing, as mentioned previously the car was built up a couple of months ago but undecorated, however thanks to Patto’s new decals I finally have the car more or less finished. The chassis is a heavily modified Penelope Pitlane SM1L with Scalextric MotoGP power and a home made front wheel and guide holder assembly.



*AA Bodies Nissan Delta Wing with decals by Patto’s Place*

I was hoping to have built the new GT Models Jaguar MK VII and the new Chase Models 1982 “Fall Guy” GMC pick-up truck however I decided that with only two days off at



*Chase Models 1982 “Fall Guy” GMC Truck and Limo*

Christmas it would be better to pick the kits up at the NSCC Swindon swap meeting so for now you will have to settle for a picture of Gareth's prototype truck. Visit his Chase Cars website and check out his excellent U-Tube video of the truck along with the police car and limo in tail out action. The truck body shell is available on its own or with a new truck chassis and also a new truck wheels kit from the website.

I have been looking at resin car kits on Spanish eBay (Use Resina as a search word) and have found a new Back To The Future Delorean from "flicopolis43" and also some great resin kits from Lagartijakit who has a website at <http://lagartijakit.blogspot.com.es/> I have bought his Austin Minivan and Austin Mini pick-up truck both complete with resin chassis, interior, clear parts and detailing parts and both arrived within a couple of days. Mine are painted and just undergoing final assembly so I will bring pictures of them next time, for now here is a picture of the pick-up and van from the website. Also available is the Renault 8TS Gordini, Renault Floride Coupe and some very attractive looking 1/32<sup>nd</sup> diorama and workshop mouldings.



*Lagartijakit Austin Mini Pickup*



*Lagartijakit Austin Minivan*

More disappointing is the Model Masters Alfa GTV kit I bought direct from them last month has still not arrived, although hopefully the Chichi Cars Fiat Ritmo Abarth is on its way, along with the super looking Auto Avio Construzione 815 by new manufacturers Modelant Models. This was the car built by Enzo Ferrari in 1939 which he could not call a Ferrari due to the terms of his severance agreement with Alfa Romeo and this model depicts the #66 car driven by a youthful Alberto Ascari in the 1940 Mille Miglia.



*Modelant Models Auto Avio Construzione 815*

The Maralic Handicrafts Toyota Celica TA64 twin cam group B rally car arrived safely and has had a most enjoyable run on the Wolves rally tracks, here are some pictures of this lovely hand built car depicting the #3 driven by Bjorn Waldegard to 5<sup>th</sup> place on the 1986 Mount»→





*Marallic Handicrafts Toyota Celica TA64 twin cam group B*

Olympus Rally. The Celica TA64 and Nissan 240RS were the kind of cars the FIA had in mind for Group B and were very successful in the rugged African events however the 4WD exotica from Lancia, Audi, and Peugeot meant that in Europe the Japanese were lacking pace. Sticking with Group B Rally cars MSC have announced the first versions of their Porsche 959 as red or black street legal cars.

Top Slot have two more ready to run cars this month in the guise of a #181 Mercedes Benz 300 SLS special as raced by Chuck Porter in the United States in 1956 and a #8 Pegaso Z102 BT Compressor. Proto Slot Kit have announced four new kits for early 2013 with two versions of the Bocar XP5 built by Bob Carnes of Colorado in 1959, the #1 Lotus 40 as driven by Jim Clark at Riverside in 1965, and the #31 Matra Simca 660 as driven by Beltoise/

Pescarolo at Le Mans in 1970. MMK have announced the Renault 4 based 1953 VP166R as driven at Le Mans in 1953 by creators Vernet/ Pairard, while Le Mans Miniatures have now released their 1967 Gulf Mirage Fords as the #14 Piper/ Thompson and #15 Ickx/ Muir cars from Le Mans, both sadly failed to finish but John Wyer and Gulf would be back



*Le Mans Miniatures 1967 Gulf Mirage*

with more success in later years. Staying at Le Mans in 1967 we have a new car from MRRC with the winning #1 Gurney/ Foyt GT40 MK IV which I understand has an upgraded chassis/ motor from the earlier MRRC versions of this classic car.

On to more modern stuff and Milan at MTR32 has a new Ferrari F458 Grand Am depicting the #69 Aim Autosports entry which won the 2012 GT Category at Daytona in the hands of Lazzaro/ Longhi/ Segal/ Assentano, and Black Arrow have released their new Aston Martin DBR9 009, while NSR have released the #4 ATEC Audi R8 from the ADAC GT Series. In formula one we have the release of the new Osterero GP Formula series these are high performance generic modern F1 cars with decal sets to allow the builder to customise their cars as entries from the 2012 F1 World Championship.

Rounding out the news in this edition we have 1/24th scale news with several new Porsche 917K liveries from B.R.M. including the 1970 Le Mans winning Hermann/ Attwood entry, a series of limited colour Renault Trophy



*PRS Team Giacomelli Fiat 500 Prototipo*

Megane cars in pink, yellow, green, grey or white (60 units of each worldwide) and their new McLaren F1 GTR in plain white kit form. Scaleauto have their Porsche 997 GTR3 in Team Hankook, and Jagermeister colours along with the 2009 Team Phoenix Audi R8 LMS GT3 and PRS have a Team Giacomelli Fiat 500 Prototipo kit.

That's all for this time and I have decided to take a well earned break next month so for the first time in five years there will be no K&B column but I should hopefully be back with more in March. ■



*Osterero GP Formula as 2012 Sauber*



# FLY *On the Wall*

BY **DAVID BATES**

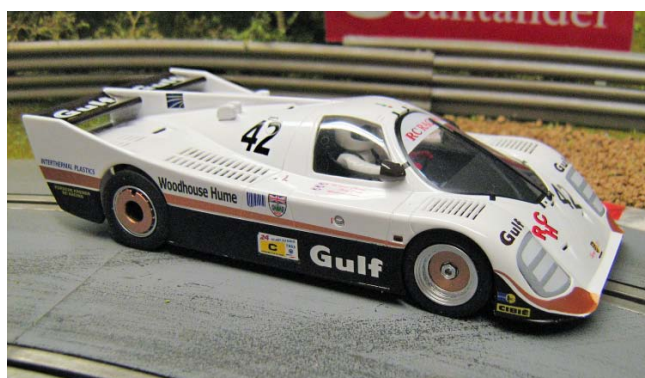
*email: flyonthewall@nscg.co.uk*



Hopefully you got all the slot car related stuff you wished for at Christmas, but If perhaps you have a little spending money left here are the latest Fly models with their reference numbers for you this month.

Firstly the Williams FW07, reference FS055303, as driven at Brands Hatch in 1980 by Eliseo Salazar and which carries race number 8. Salazar went on to compete at Le Mans, the Indy 500 and NASCAR and is still racing and rallying especially in his native Chile.

We then have a Porsche CK5, reference FS060102, depicting the car which competed at Le Mans in 1983 driven by Richard Cleare, Tony Dron and Richard Jones and carries race number 42. In the 1983 Le Mans, two CK5s



competed, one from team Kremer and another from the British team Richard Cleare Racing. Porsches dominated the race, taking nine out of the first ten places overall. Unfortunately, the car depicted by this model did not finish. Both this car and the Williams are out now from your local dealer.





The following models are due soon. First a running prototype version of the CK5 in plain black. These test mould models are not normally available for general sale, but after Fly were inundated with requests to buy one they are producing a very small run to meet demand. The reference number will be FS060301.

Next we have the re-chassisised model of the Gulf Porsche 917 LH FS709102 (RRP £39.95) carrying race number 18 and as driven by



Mexican Pedro Rodriguez and Jackie Oliver at Le Mans in 1971. The car did not finish the race.

For rally fans there is the Pro Drive sponsored BMW M3, FS038102 (RRP £49.95) from the 1987 Tour de Course. Carrying race number 14 it was driven by Belgians Marc Duez and co-driver Georges Biar. However it was Bernard Beguin that gave Prodrive their first WRC win in this rally in another BMW. There was no picture of the model at the time of preparing this report.

Another racing truck is eagerly anticipated, reference FS203104. This is the MAN-TR 1400, which participated in the FIA European Truck Racing Championship in Istanbul in 2012 as driven by the Finn Mika Mäkinen. ➡







The truck is sponsored by 'Mad Croc', which apparently is an energy drink. The price will be £64.95 and these are expected to sell very well.

The next in a long line of Gaugemaster 69



cars is also due soon. This will be based on the Lotus 79. Here is a picture of the painted body shell as sent to Gaugemaster for colour verification and I am sure the finished car will look stunning. The catalogue number will be FS058302. It will have a price pegged the same as a standard Fly F1 at £54.95 which is not bad considering there will be only 300 available. The limited Black CK5 will also be priced the same as a standard car at £49.95.

Many thanks, as ever, to Terry Smith from Gaugemaster for his help in compiling this article, more to come next month and in the meantime I would like to wish you all a happy New Year. ■

# Milton Keynes Swapmeet 2013 A Preview

**By Richard James**

**B**y the time you are reading this we will already have the first Swapmeet of the year under our belts, the excellent Swindon meet which again promised to be a great sun burst in the long dark January that we face after all the Christmas excitement (and stress!).

Next is our own Club run event at Milton Keynes on the 17<sup>th</sup> February. Apart from the attractions of all those goodies from your favourite traders we again will be having several tracks to entertain you when you are spent out or want some time to consider justifying the cost of that vital addition to the collection. Refreshments will again be supplied by our very own Nigella, Mrs. Chairman, and for those not driving the bar will be available from midday out in the entrance area.

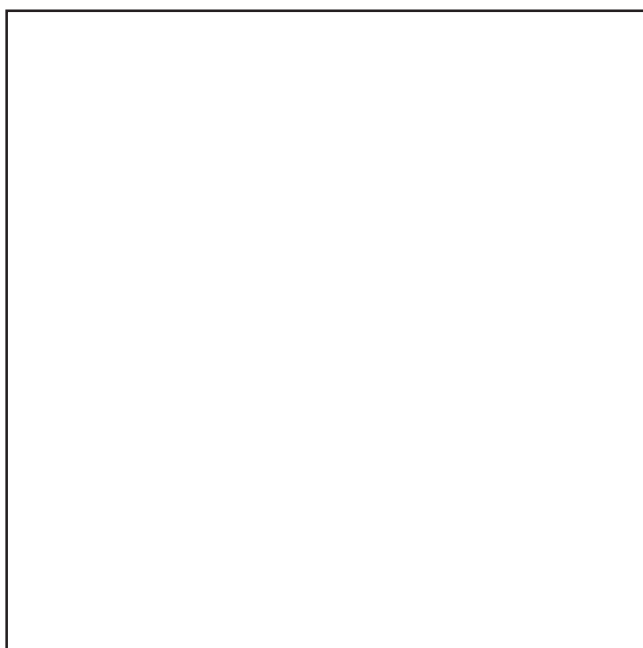
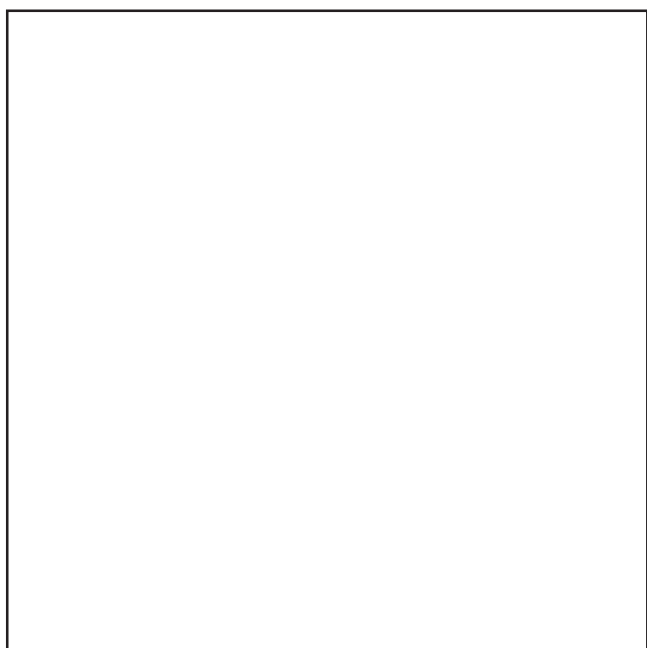
If you feel it's time to slim down the collection or have excess "slot stuff" then this could be the opportunity to do something about it and have your own table. A 6ft. by 2ft. table is £20.00 with room for a backing table if you wish (make sure you let us know when booking)

or team up with a friend and have a table between you. Just ring Paul Yates on 01273 494 864 or email [mkswapmeet@gmail.com](mailto:mkswapmeet@gmail.com) to book.

Once again we will have a Limited Edition event car available to members only. Not letting on what it is but suffice to say it is a limited run of 61 cars and it is a classic British icon and to members of a certain age will bring back aspirational memories (well I wanted one when I was young). To be sold on a "first come first served" basis so make sure you are there for opening as, based on last year's car, late comers may be disappointed.

As before it will be at the Woughton Centre, Rainbow Drive, MK6 5EJ for your sat-nav. Doors open at 10am prompt, NSCC members will get in for free, whilst non members only have to part with £1:00 and if you haven't been before there is ample free parking on site.

Make sure you build up plenty of brownie points with your partner on the 14th (Valentines Day) to ensure that all purchases can be openly taken home and displayed and come to MK 2013 for another great day immersed totally in the world of slot cars (and bring a friend!). ■





# 6 Months with NSR

By Robin Caddy

If you've read my previous articles on NSR cars you will know that its been around 6 months since I did one of the best things I've ever done. I started going to a slot car club. Balance Raceway near Southampton to be precise. We're are very nearly at the end of a championship season which began back in the summer and will have concluded by the time you read this. We race five different classes and over the months certain things have become apparent which I'd like to share here. I should point out other than Open, all classes are run as "standard" with the only area for choices being gearing and tyre selection.

The classes we run are as follows:

Mosler.

Porsche 997, Audi R8, Corvette C6R.

Abarth 500.

Ford GT40, Ford MK IV, P68, Porsche 917k (which we term Classic).

Open Class (any car by any manufacturer other than NSR Moslers).

Previous articles have detailed the Coca-Cola Porsche, and the McLaren Abarth, and it will come as no surprise to you if you have read those reviews that all my other cars have Paul G's tyres fitted to them as well. It would be hard to overstate the level of customer service offered by Paul, if you are in the market for tires search for "paulgg132" on eBay. ➡➡



## Classic Class

In this I have been running the red number 3 GT40 (1055 - Ford GT40 #3 - 24h Le Mans 1966), which in terms of looks is my personal favourite in this class. Having seen some GT40s at Goodwood Revival last year they really made an impression and I had such high hopes for this car. Initially it was competitive, with a smattering of other GT40s and 917s making up most of the rest of the field. Something changed late summer, and that something was the P68.

In our last Classic class meeting the P68s were near ubiquitous, and my GT40 was around a second a lap slower. Another member, Bruce, had done some modification to his front axle with hot glue to keep it more stable. He is one of the most experienced and quickest guys at the club, even with this modification he was no match for the massed ranks of P68s.

No one has come up with a definite reason for this, but I suspect it's a matter of wheelbase, width and maybe a lower centre of gravity? That's mostly guess work, but the P68s when running well are nearly as quick as the Mosler.



Next year I will bring you a review of NSR 1050, P68 clear body kit, or in other words “if you can't beat them join them”.

## Mosler Class

This hasn't been my favourite class I will admit. For the guys who have come to hard bodies from Flexis, I guess their previous experiences give them the edge here. I have found them a bit too quick for me, and I was reluctant to buy one at first. Eventually I found a used one for a reasonable price on eBay, but I'm not sure the slight saving was worth it. I opted for the red and silver #171, identical (or so I thought) to the all time lap record holder(1058-AW/IL/SW - SPA Racing Festival 2009 - #171)!

Naively I had not noticed it was in-line, whereas Richard was, naturally, running his as an Angle Winder. After one night of racing IL it was clear a change was needed. One of the best things about the club (and I would love to think this is common to the club scene across the world) is how helpful people are. Thanks to a couple of guys I soon had the tools and bits needed to swap the motor to an AW configuration. What a difference! Well, after I'd split one second hand motor pod of dubious prior character! I cannot claim to be as fast as the really quick guys, but the Mosler is now competitive and capable of going sub 5 seconds for the lap.

## Open Class

I will not say too much about the Open Class here, except that I love it and run the Slot.It Lola LMP no 11 CA22a (sister car to our own Club car) in this class. It runs really well, though that guide is a slight issue. Naturally in Open pretty much anything goes so a selection of replacement Slot.it parts have been sourced and fitted (including a different motor). So far the end result seems to be a slower car, so some more changes are needed, and until then it's inner workings remain a closely guarded secret!

## Abarth 500s

If you missed my review of my McLaren Abarth (1119SW - Abarth 500 Assetto Corse - Limited Edition F1 McLaren - SW Shark 20k) you need





to know only one thing really: these cars are such fun! This is probably my favourite class, simply because it puts a smile on everyone's faces. I can not say more than that!

### **Porsche, Audi, Corvette**

This class has seen a change similar to that witnessed in the Classic class. Initially almost everyone was running the Porsche. I can hardly recall seeing an Audi, but the Corvette was seen occasionally in the shape of the 'Take No Prisoners' model. I do not remember when it started but suddenly we were seeing a lot more Corvettes appearing, and now they dominate the field. I'm still very happy with the red #71 Coca Cola Porsche that I run (as reviewed previously), but future experience may sway me to consider the Corvette. An alternate gearing in the Corvettes seems to have proved very successful and will need some further investigations.

### **Movember Charity Night**

I wanted to briefly mention the Movember Charity night that Balance Raceway put on, it

raised £100 and was a fantastic night. Alan provided a fleet of Ninco World Rally Championship cars with 4wd (rubber bands I'm told?) which were joined by an Auto Art (which everyone except me hated using!) We also raced Moslers and Corvettes that night, but the Rally cars were a whole heap of fun and offered a totally different feel and type of racing. If you get the chance to do something different like this, give it a try, we all really enjoyed the night.

### **Looking ahead to 2013**

Ben and Simon who run Balance Raceway have not yet finalised details for what classes and Championship lengths we will run (I'm pushing for a "Heart of England" style class!), but I can only assume the current five classes will remain, but with P68s and Corvettes coming to dominate their respective classes. I am really looking forward to the P68 kit and already have my colour scheme in mind. You can read about that in the new year, and until then may I wish you a happy New Year and "good racing!" ■

# History of Resin Transport Modelling

**By The Editor**

Following the very successful publication of "A History of White Metal Transport modelling", David Wright has responded to popular demand and has sourced the other half of the international story - the resin world.

"A History of Resin Transport Modelling" is the companion volume, and David has sought out over 170 contributors, this time many from France, Italy, Netherlands and eastern European countries, who between them portray a colourful picture of how resin kits were first developed, and transformed into current day miniatures. Japan and Australia, Russia and Romania, together with the USA and UK make this book truly an international reference work.

A versatile medium such as resin has taken David's research into slot racing, military and armour, as well as heavy haulage, buses, land speed record and racing cars.

David is adopting a similar format to its predecessor, with chapters on each group of producers, a timeline appendix, and a focus firmly on the people behind the models. This time, Ray Strutt, ex organiser of the ModeleX exhibitions, has written the Foreword.

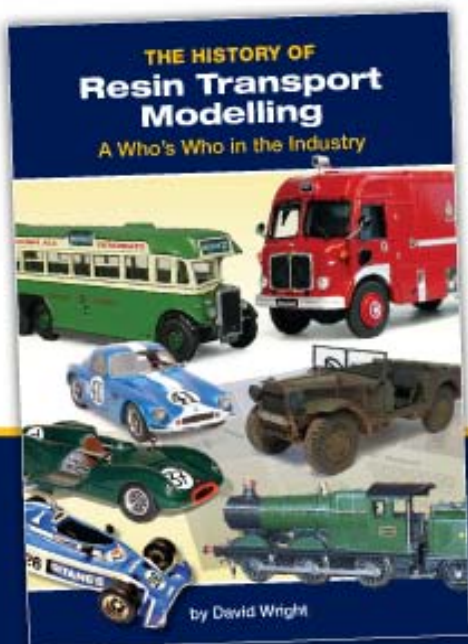
Amazingly, the book will be around 250 pages long, very similar to the white metal book, and will also retail at £24.95. David will be publishing it himself, and has already booked to launch it in the foyer of the Sandown Park toy Fair on Saturday 16th February 2013. He will be there to sign copies for collectors wishing to buy, after which it will be available direct from David, at his website, [www.transportmodellingbook.co.uk](http://www.transportmodellingbook.co.uk) or email him, [david@transportmodellingbooks.co.uk](mailto:david@transportmodellingbooks.co.uk).

For a chance to review the book on behalf of the Club please contact me at [editor@nscc.co.uk](mailto:editor@nscc.co.uk). ■

## COMING SOON

### THE HISTORY OF RESIN TRANSPORT MODELLING

#### A WHO'S WHO IN THE INDUSTRY



**A History of Resin Transport Modelling: A Who's Who in the Industry** is written by well-known expert David Wright, and follows on from his highly acclaimed "A History of White Metal Transport Modelling" volume written with Ray Strutt. This companion book features a very different collection of personal stories from over 170 pattern makers, mould makers, casters, builders, producers and retailers.

From the pioneers of the late 1950s to the large scale producers of later years, David tracks the fortunes of the resin industry. The full story of how French artisans evolved their many ranges is here, with new chapters on Slot Racing, and Military and Armour, together with commercial, public transport, Land Speed Record and many more. He has selected over 800 colour pictures, some never seen before, from a store of over 1400 images. David brings over 35 years of collecting experience to the task, and this brand new, 250 page book will be truly absorbing for anyone remotely interested in knowing how the resin hobby came together, and its future direction.

With a Foreword by Ray Strutt, David's co-author for the successful and acclaimed white metal companion volume, a genuine and enthusiastic collector, this book can only be described as 'the truly definitive history of resin transport modelling ever produced', and is a must for any collector's bookshelf.

#### HOW TO ORDER

Due for publication on **7th February 2013**, you can pre-order your copy today, priced at £24.95, direct from the author.

Call David on **01903 746101**

For more details email [david@transportmodellingbooks.co.uk](mailto:david@transportmodellingbooks.co.uk)

Visit the website [www.transportmodellingbooks.co.uk](http://www.transportmodellingbooks.co.uk)





The months that bring the least news for me in the slot car calendar have to be January and August. The summer month is when Ninco (*and the rest of Spain*) take their well earned holiday. The winter month however, is not quiet due to the festive season break, it is quite the opposite. During this period, Ninco are busy preparing for the major exhibition of the year being The International Toy Fair in Nuremburg, this year from 30<sup>th</sup> January to 4<sup>th</sup> February.

### The Swan...

This is normally the platform for new product launches and an overview of what is to come during the rest of the year. On the run up to this event, a certain air of secrecy surrounds news of what is to be shown or released and, as ever, Ninco remain tight lipped on what will appear at the show. In addition to the European show, Ninco have also committed to attending the Hong Kong Toys and Games Fair from 7<sup>th</sup> to 10<sup>th</sup> January this year meaning the guys from Ninco have probably had very little time to enjoy any of the Christmas break. So, just like a swan gliding along a lake, while all seems calm on the surface, there is furious paddling going on beneath!

### ... and The Spider

You may recall during mid-2012, Ninco released an unusual liveried version of the Audi R8 LMS



depicting a kangaroo. This was one of two cars raced at the Bathurst 12-hour race in Australia by the Phoenix Racing team. Well, good news for racers and collectors, the second and just as unusually liveried car from the same team is now available. This car has a giant Australian 'Redback Spider' as part of the livery. Redbacks are considered to be one of the most dangerous spiders around and with the Ninco model featuring the NC-9 'Sparker' motor in the anglewinder position, this car has the potential to be just dangerous on track! ■



# SRC - Latest News

By Paul Croker

As you all know by now the Madrid based company SRC (Slot Racing Company) which was formed earlier this year by the founder of FLY, has big plans for the future.



Their first model release 'the Porsche 907LH' from the 1968 Le Mans driven by Alex Soler-Roig and Rudi Lins, will be available by the time you read this. The model features a sidewinder chassis and incredible levels of detail

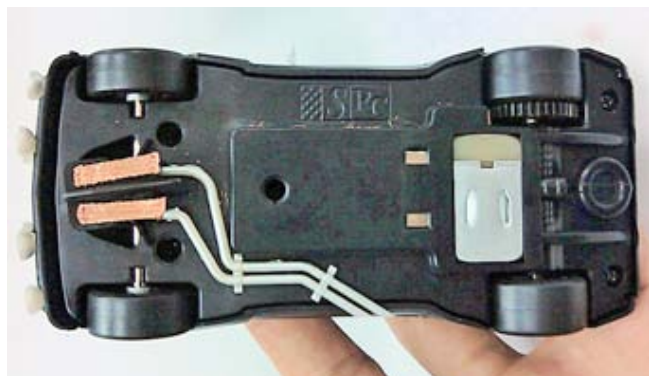


including full interior, which includes dashboard switch gear, and the driver's seat belts with separate buckles. On the outside the realistic twin wipers are represented in etched metal and the fuel filler cap even has lightening holes drilled through the handle. The model will carry the part number SRC00101.

SRC's second release will be the short tail version which looks similar to that of the Porsche 910. This comes in a Martini sponsored livery as driven in the 1969 Targa Florio, and







carries the part number SRC00201. Hot on the heels of these will be the first of the Cologne Capris and as you can see from the photos of the prototypes, show that SRC have caught the lines of this '70s icon to perfection in my opinion, and I can't wait to see the finished model.

Also you may or may not have heard the latest news just released, that the Spanish slot publication Mas Slot has commissioned SRC to produce a special 907LH exclusively for their subscribers. I have been reliably informed that



a small number will come to the UK, via the UK distributor and will carry the number SRC900101.

Many thanks to Terry Smith at Gaugemaster for his help in compiling this article and supplying the photos. ■

# The 14th NSCC/ Hornby Ramsgate Weekend

By Shaun Bennett and Paul Yates

This year, we thought we would take a different prospective on the weekend, rather than the report being written by a new attendee, (and those we did ask have it seems appeared reluctant to put pen to paper so to date). We also thought two of the event organisers writing may make for a different read for those not present at this annual event.

After a considerable amount of planning, checking cars, packing track, placing people in teams, changing teams, changing teams again, printing race sheets and generally panicking about leaving something behind, the two and a half hour journey to The Pegwell Bay Hotel began early on Friday morning for the 2012 NSCC/Hornby weekend.

A fairly quiet M25 allowed me to get to Ramsgate before lunch, and I set about unpacking 5 stacking boxes from the car and going to find Paul Yates in the downstairs room where the tracks were to be set up. Paul was already in full flight, and with Richard James arriving, we returned to the car park and set about unloading the large van that contained all the base boards, boxes and boxes of track, cars, tools, trestles, etc. that Paul had manfully loaded the night before from his house.

Paul had parked in the hotel car park, having looked in the back of the van, your first thought was, did he really need to bring all this? Yes, well we are having three tracks, a Microset and a You Steer layout. Getting the goods to the room is always a problem due to access being through the hotel foyer and the lift. This year's access was marginally easier now that Paul had cut the baseboards in half; last year was a bit of a hoot getting 8' x4' baseboards down a 4ft wide staircase, we did get some funny looks as we backed into the kitchen with them to get around the turn on the landing.

Then the funs begins, putting the boards on tables for the six lane analogue track, the boards on trestles for the digital track, boards on more tables for the U-Steer play track, Micro play track, merchandise and last but not least, the large rally track which contained cross overs, lighted hazard tracks, hump bridges, super sliding rally curve, rough terrain rally track and the Oasis obstacle. Thanks go to Richard for bringing the Rally Raid track sections but, as he pointed out, don't leave the Oasis piece in your loft as the range of temperatures had solidified the 'gel' water feature!

A short break for a pint and a baguette from



*The digital track freshly set up and ready to be abused!*



*The rally track, a variety of Classic Scalextric and SCX track*





*Digital racing underway and look at the concentration on the Editor's face!*

the pub connected to the hotel by the under road tunnel, and with Steve Baker, who had now joined us, tracks gradually took shape (well, most of them!). Other Committee members and helpers gradually arrived and we eventually had the rally, analogue, U-Steer, and Micro layouts ready for the next day's racing. Andy Carmichael and his daughter had arrived with his cabinets for the Auction items and there was

a lot of activity in this area as these was gradually being filled up. However, the digital layout had yet to be started, and what seemed like hundreds of boxes still needed hiding under the tables. We soldiered on but had still not completely finished by the time it was to go over to the pub for our evening pint, meal and a catch up with everyone else who had now arrived for the weekend. Paul decided to return to the track room to finish off - thanks Paul. A very late night followed in the pub, resulting in a few delicate people the next morning (ask Jeremy!).

The following morning after a hearty breakfast we assembled in the race room for a quick briefing from Andy, a meet up with fellow team members looking the part in their team coloured Polo shirts and we were away, six teams on the digital track, six on the analogue. Each session lasted about an hour, with team members rotating the driving duties. Total laps were then recorded, before the next session started – teams changing lanes on the analogue track. Over the course of the weekend each➡➡➡



*RS200 entering the bend, unusually it is still on the track!*



*The Six Lane analogue was another success and enjoyed by all who took part*

team would race an equal amount of time on both the analogue and digital tracks, with only two teams not meeting each other at some point.

Fortunately Adrian Norman was also on hand giving his services on the digital track for which we are all grateful, and also due to team numbers fluctuating right up to the day before we had the event, Adrian was co-opted onto the Lauda team, a smart move there chaps. We are bagging him for our team next year.

In between the driver rotations, each team member had to have a go on the rally track, with the best time from two laps being recorded. The total time for each team member was added together at the end of the weekend for an overall team time, this was divided by the number of team members (some teams had six members some five) to get an average team time. Laps were awarded for team position from this calculation and added to the overall team total for the weekend.

In between all of the mayhem we managed

to fit in lunch, a very interesting Question and Answer session with Adrian Norman regarding new releases, the Scalextric Club, the Olympic merchandise, etc. and a trip to the Hornby visitor centre for those wishing to go – and I did not miss the coach this year - (thanks to Adrian Norman for sorting the visit out for us), where the shop did a roaring trade, particularly for the



*Another group of grown men concentrating, the women attendees couldn't believe it!*





*Some of the 2013 range was brought along by Adrian Norman*

Limited Edition Visitor Centre red McLaren SLK. I decided to meet up with some of the Committee in the coffee shop where I found our Editor, still feeling very ill from the previous night's pub visit, fast asleep in one of the easy chairs clutching a bottle of water. Photographs were taken and I understand will be kept out of the press for a small fee!

A return to the hotel, and a resumption of the racing followed, the RS200 digital cars proving a handful without their magnets, while the analogue Minis kept going despite several trips off of the track. The day soon came to an end, and everyone drifted off to their rooms to prepare for the evening meal in the hotel restaurant. At last I managed to get a look at the Caterhams that Adrian had bought along – different colours for the SLN club, Australian



*Some more auction items on display*

club, Scalextric on line club, NSCC weekend car 2013, Range presentation and Slot Car Festival – a very nice set to try and collect.

After our very nice evening meal, the first of the weekend auctions and also the raffle took place. Items such as a 2011 Weekend Audi and one of only four Ossett swapmeet Porsches that were printed with the wrong colour log on the roof helped to raise some £500 for the NSCC funds. Thanks must go to everyone who bid and the winner's generosity. A return to the pub resulted in another late night for some, although our Editor left reasonably early for him this time! Unfortunately not the greatest night's sleep followed, as outside the wind was now blowing a gale and with the hotel perched on the cliff top I had visions of being blown away as the building groaned and creaked throughout the night.

We did however survive, and after yet another hearty breakfast, those who wanted➡



*One of the stars of the auction, this fetched in excess of £500*



***Auction over, and the goodies are waiting for their new owners!***

to, returned to the race room for the main auction first thing Sunday morning for items donated by Hornby Hobbies, various paperwork kindly donated by Richard Winter, and a lovely SLN Club VW Beetle, again generously donated by our Dutch friends, which was one of only twenty eight produced for their racing event and found a new home for over £200 - with the proceeds going to Hornby's nominated charity, The Toy Trust.

This year we had numbered paddles so it made it easier for Shaun to record the buyer's lots against the numbers, and thus the auction could also progress quicker than previous years.

There were thirty nine lots in total, ranging from decoration samples, Engineering prototypes and advertising boards and with some keen bidding over two hours or so, this resulted in over £5,000 being raised for Hornby's Charity.



***Juliette Torres receiving the Tina Cornell memorial trophy from Karl Cornell***



***Anders Brinnen receiving his prize for the fastest lap on the rally track***

After the Auction, racing continued, with teams now having completed their rally times, and Richard James retired to the peace and quiet of the hotel reception to work out the results. A traditional Sunday lunch was enjoyed by all. At this point, the annual trophy for the Club member who, in the opinion of the Committee, has made a significant contribution to the NSCC over the year was awarded. This was, very deservedly, presented to Martin Baines – congratulations Martin and many thanks for your contributions.

Before the final session of racing and the ladies race took place, as usual, the ladies race was hotly contested, with heats and a final using the Minis on the analogue track. Final positions were: 3<sup>rd</sup> place – Sue, 2<sup>nd</sup> place - Karen, and the Winner – Juliette Torres. Juliette performed faultlessly and scored a good win though the other competitors were only a lap or so behind so it was a good close race. A newcomer to slot racing, Sue who finished a commendable third on her first outing whilst perhaps Karen has been getting lessons from Peter Simpson?





*Some people brought along parts of their collection to share with the other attendees*

All three were presented with Boots' vouchers with Juliette also receiving the Tina Cornell Memorial Trophy, a Pink Chrome Scalextric Mini with Cancer Research ribbon in a presentation case. This is an annual Trophy specially created in memory of our friend Tina who sadly lost her brave battle against Cancer during the year.

The weekend team winners, Team Lauda, consisting of Jeremy Naylor, Chris Gregory, Phil Underwood, Andy Moreby and Robert Torres were presented with their prizes, as was Anders Brinnen who posted the best time on the rally track.

The overall position and results for all teams were as follows:

1<sup>st</sup> Team Lauda with total score of 2013. ➡



*No Ramsgate weekend is complete without Adrian getting interrogated by the members*



*Try and stay awake at the back please*



*How did this lot win? The question was asked by a number of people present*

- 2<sup>nd</sup> Team Andretti with total score of 1989.
- 3<sup>rd</sup> Team Ascari with a total score of 1971.
- 4<sup>th</sup> Team Brabham with a total score of 1947.
- 5<sup>th</sup> Team Rindt with a total score of 1930.
- 6<sup>th</sup> Team Fangio with a total score of 1920.
- 7<sup>th</sup> Team Hulme with a total score of 1887.
- 8<sup>th</sup> Team Piquet with a total score of 1866.
- 9<sup>th</sup> Team Senna with a total score of 1845.
- 10<sup>th</sup> Team Prost with a total score of 1794.
- 11<sup>th</sup> Team Rosberg with a total score of 1781.
- 12<sup>th</sup> Team Jones with a total score of 1760.

Andy Carmichael closed the weekend by thanking everyone who had attended and made it yet another fun and enjoyable event, and everyone bid farewell with their Weekend McLaren's safely tucked away.

This year was again a very international event, with attendees from across Europe and even Australia (Dominic from the Committee of the Australian Scalextric Racing and Collecting Club) joining the fun. I hope Dominic managed to get all of his purchases from the Visitor Centre and weekend home safely and dodge customs!

The last thing to do was dismantle the tracks, pack the car and vans, pay the hotel and book for next year's event (being 23<sup>rd</sup> / 24<sup>th</sup> November 2013— so start planning now), before the journey back home.

I must end by thanking my fellow Committee members for their hard work, before, after and during the event, everyone who lent a hand with set up, take down, running races and last but not least, Adrian Norman and Hornby Hobbies for their continued support,



*The 'old' Scalextric RMS performed pretty much trouble free during the weekend*

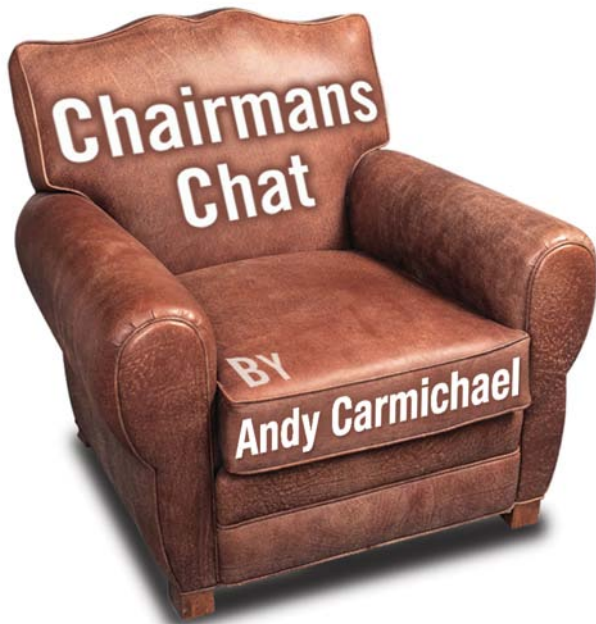
auction items and prizes plus allowing us to descend on the Visitor Centre with a coach party (special thanks to the staff there as we plundered the shop again!).

We hope to see you all next year! ■



*We did have some sunshine although it was a bit breezy!*





If you have not rejoined and wonder why you're getting this Journal then the answer is simple, as we were late sending out membership renewal forms the Committee agreed to send everyone who was a member last year a January Journal. However just a reminder it is that time of year when you need to pay for your membership, you can do this online, by post or call our Membership Secretary on 07956 250 318 (talk, text or leave message). If you do not renew before the date we go to publication at the end of January you will not get a Journal and we will only overprint a small number of Journals for February. Just to emphasis the point.....

**IF YOU HAVE NOT RENEWED THEN THIS WILL BE YOUR LAST JOURNAL!**

So with my Chair's nag of the month out of the way please let me wish you all a **Happy Prosperous and 'hope you have some good finds' New Year.**

**So Whats New for 2013?**

In the November Journal I bumped my gums about issues of involvement from the membership sparked of by several members 'letters' (well emails but you know what I mean!). Once again I thank Robby Howes as his email and the subsequent discussions has produced some positive results and comments.

As most of you are aware by the inclusion this month of the Club's Annual Review that we as a Club don't hold AGMs, this means the review is a little one sided, we tell you what's happened and the state of accounts and only a few raise questions from it. As Chair I feel that I have tried to open up the running of the Club and encouraged feedback to the Committee by letters etc., however this only gives limited response and ideally all members should be heard. With this in mind I think it's time to get your views as members as a whole about what you want from the Club and where you want it to go. With this in mind I will be putting the suggestion of a Membership Survey to the Committee in order to seek your views. I will speak further upon this when the matter has been discussed, in the meantime a thanks to Martin Johnson who has '*put his finger in the flashpan just as the hammer is dropping*' by offering his services in supporting and analysing such a survey.

Some of you should also have noticed that my phone number has changed (01335 310482), well this is more uncloaked than changed, the spare line I was using is no longer supported by BT and no one seemed to phone the mobile phone number I obtained. So now you have my one and only ex directory top secret home landline number should any member wish to call, please avoid scrawling it on loo walls and in phone boxes. Just a reminder I work shifts so I am not always there and that although the Chair's Fluff may answer she isn't trained as a secretary and if you wake her up she can be a bit of a Gruffalo!

Moving on then to some rather serious news and the recent events surround the Club and in particular the Committee, which needs clarification in order to stop the rumour mill from turning further in connection with the recent election.

**Complaint to the Committee**

There has been considerable gossip and rumour circulating on Slotforum, Facebook and between members concerning things that have happened recently on the Committee, I feel it is pertinent

now to update the membership through the Journal upon what has happened.

On the 14<sup>th</sup> October 2012 I received a complaint from a member who had attended the Stansted swapmeet, it stated they had heard from other members that the aborted ballot for the election of the Secretary's post had been opened and information from that ballot released including who would have won. I subsequently received information from two Committee members and a General member who stated the result of the aborted ballot had been disclosed to them personally at or following the swapmeet by the present Secretary. As a consequence of this information and having taken some legal advice from a commercial solicitor the Committee suspended the Secretary whilst the matter was considered. It is important to note that this aborted ballot disclosure was being alleged shortly before new ballot papers were to drop on door mats and the Committee felt due to the circumstances some form of urgent action was necessary.

It is worthy of saying at this point that the Clubs current Constitution contains little advice and guidance having been written some 30 years ago and that subsequent Committees have failed to update or amend it despite problems occurring in the past. The only guidance from the 1980s Constitution being rule 2. *The Committee of the N.S.C.G. can expel or suspend any member where they reasonably suspect that an irregularity has taken place.*

On Saturday 8<sup>th</sup> December 2012 an Extraordinary Committee meeting was held where our Secretary explained that he had organised the opening (by an independent person and only acted as witness himself) the aborted ballots in order to check for electoral fraud and that he only disclosed the results to an ordinary member when a discussion became heated. He apologised to the Committee for this disclosure, although he was of the view he had not done anything wrong or outside of the rules in the first instance as he stated the reason for opening them as above which he felt was justified. The Committee subsequently voted on whether the suspension should be lifted and the

majority vote was no. A second vote was held asking if the Secretary should leave the Committee, a majority vote of yes was passed at four votes to one with one abstention, the Secretary was then asked to leave the Committee.

This whole process has been extremely difficult for all those involved, many of the Committee consider themselves close personal friends to the Secretary and to take a stance against a friend in such circumstances on behalf of the Club has taken great courage and conviction. The Secretary is understandably upset especially after the years of sterling service he has provided to the Club and no doubt feels abandoned by friends. ➡





## **So What is Happening with the last election?**

The ballot papers have been opened and counted by an independent party and then secured and sealed pending a decision upon opening and disclosure to all members, the situation that has developed leaves the Committee with a difficult decision. I would like to point out also that no member of the Committee knows the result of the latest election. The Solicitor providing advice suggests that a Secretary should be temporarily appointed until the next AGM, however our Club ceased having AGMs many years ago as they were poorly attended and became unrepresentative of the views of the membership, being replaced with the Annual Review since most members are merely concerned with the financial performance of the Club as a rule. There is though a key underlying problem that without an accurate, modern and well thought out Constitution any election process could hit the same pitfalls that have recently befallen the Club, and the leave the current Committee open to further criticism in the handling of any subsequent issues as a result of little or no rules and procedure being available to follow.

## **What about the constitution?**

I feel before the Club can move on with further elections there needs to be a robust Constitution and election process in place, a view that appears shared by many members that have contacted me and most of the Committee who have expressed a view. Over the past months three members in particular have contacted me expressing their concerns and providing input and possible guidance as well as offering their services or support to the Committee. With some of these ideas in mind I intend putting the following proposal to the Committee for formal approval. I wish to invite these three members to form a working group to develop a new Constitution, something which previously the Committee had started but failed to complete, between them they would appoint a lead who would also carry a vote on the Committee as the

temporarily appointed Secretary. This working party would develop a Constitution in liaison with all members through available options of media including publishing drafts for discussion on our website, this would be achieved in a definitive timescale of perhaps six months. The new Constitution would then be approved by both the Committee and the membership at large and would thus take the Club forward with a solid set of rules and regulations and allow any future Club Committee a clear and concise set of rules and regulations with which they can act upon should the need arise on future Club matters.

The Committee wishes to reassure every member that its priority and objective is to provide the best for the Club as a whole and take it forward for the next 32 years.

Should any other members wish to comment on the proposals or indeed offer their services, then please do contact one of the Committee members direct, and we can discuss the proposals further with you direct, remember we are not unapproachable and would of course prefer direct contact rather than reading it second hand via one of the other mediums available. ■

Well as I write this, the end of the year is nearly here and the darkest of nights and the most miserable of days appear to be upon us presently. Christmas has gone, New Year is nigh. December, by the nature of the Bank Holidays is a very short month for observing eBay, so I had to take what was on offer, rather than filtering it. This edition, therefore, might not be as organised as usual.

### **Scalextric Cars (General)** **Mini Coopers**

Scalextric Mini Cooper C7, red, car complete and boxed, rare. Twenty three bids, sold at £73.00. Grand price for a grand little car (360520810856).

Vintage Scalextric C76 Mini Cooper, green. One bid, sold at £24.99. Early edition in very nice condition, should have made a little more perhaps (390502990762)?

Vintage Scalextric race tuned C7 Rally Mini Cooper, green/white. Two bids, sold at £31.00. Now, this is where the previous item should have been on price (390502989899).

Scalextric nice, tidy, rare vintage C7 Mini Cooper car, superb, green/white in the works colour scheme, incl. 2 white stripes on bonnet. Twelve bids, sold at £21.00. Again, I repeat myself, sold somewhat short I believe (150957291420).

Scalextric Mini Cooper C7, #5, black/white, 1/32<sup>nd</sup>, used, unboxed. Four bids, sold at £20.00. This time I feel the price is right (271125173564).

Vintage Scalextric C7 Rally Monte Carlo Mini Cooper, red/white. Two bids, sold at £31.99. A early car and a very nice price (330846202193).

### **Vintage Scalextric cars of the '60s**

Very rare Triang/Scalextric James Bond Aston

Martin DB5, for spares or repair. Twenty three bids, sold at £352.70. This must be the most famous Scalextric car ever, as I find most people always link the two together, plus it usually leaves a smile on the vendors' and buyers' faces, as here (170948642198).

Vintage Scalextric Lister Jaguar E1, green, Triang. Seventeen bids, sold at £77.75. Item in reasonably good condition and is boxed. At this price the vendor must feel very pleased with the sale price (140893380041).

Vintage Scalextric Lister Jaguar E1, blue, Triang. Eleven bids, sold at £57.78. Again, came with box, could have done with a good clean. Again, at this price, the vendor must be pleased (140893379178).

Vintage Scalextric E1/C56 Lister Jaguar, blue. Seven bids, sold at £25.99. This item should have made more than the previous two, as it is much brighter, and nice and clean, but for two dark marks at the front of the nose, which I have seen before on the top of the wheel arches on D Type Jaguars, which could account for the price achieved (390506718269).

Scalextric Aston Martin, vintage slot car, blue, C57. Six bids, sold at £ 57.00. Good solid price for a tidy Aston Martin, with box (271114187144).

Scalextric Collectable, E2 C57, Aston Martin, green, lights, boxed, plus instructions, exc. BIN £125.00. Sold. And I should think so too! Very nice price (190768279223).

Vintage '60s Scalextric car, C68 Aston Martin DB4 GT in red. Eleven bids, sold at £65.00. Tidy car, with box, I feel that it could have gone for a little more money than it did (271114182295).

Scalextric vintage 1960s E Type Jaguar C34, good condition. Ten bids, sold at £60.00. Good price for a very nice item (271114187793). ➡



Scalextric racing car, yellow Aston Martin, MM/57. Nine bids, sold at £62.00. Solid price for a very, very tidy boxed model (190765745967).

Vintage '60s Scalextric car, MM/C60 Jaguar D Type. Twelve bids, sold at £51.00. Cheap as chips, should have made more. Car boxed and mint (110989886890).

Scalextric MM/C60 Jaguar D Type, runs and is complete with scorch marks X4, boxed. Two bids, sold at £22.00. Nothing more to say (200867080897).

Rare boxed Scalextric C83 Sunbeam Tiger race tuned. Thirty bids, sold at £295.01. Excellent price for a first class example of this car (110986919631).

Sunbeam Tiger, yellow, sports car. Six bids, sold at £152.00. The car is mint, but the box is a little battered (261144195352).

Scalextric Triumph TR4A Sports, blue, with yellow stripe. Ten bids, sold at £125.21. Car looks mint, box looks like it has been run over by a truck though (261144193644).

Rare boxed Scalextric C83 Sunbeam Tiger race tuned, all original, yellow. Two bids, sold at £159.99. The car was mint and so was the box (221166067089).

Fabulous vintage '60s Scalextric car, original C83 Sunbeam Tiger, yellow. BIN £125.00. Sold. Car was mint, but the box was not mentioned (271126808782).

Scalextric Triumph TR4, vintage. Six bids, sold at £62.00. Car in good condition but missing rear bumper and damaged screen and again no box mentioned (150965126091).

### **Metal and tinplate**

Vintage Scalextric Minimodels/Triang Maserati 250, with Gimbal pickup. Eleven bids, sold at £74.00. Nice, steady price for a nice model, even has a driver and his seat (150958113339).

Vintage Scalextric Minimodels/Triang tinplate Ferrari 375, with Gimbal pickup. Ten bids, sold at £79.52. As above, good price, good car. Driver seat included but no driver this time (150958110752).

### **Collectables**

Vintage Scalextric C306 Alfa Romeo 8C.

Twelve bids, sold at £51.00. Not a lot to say about this item, price is about right for this car (390506719521).

Scalextric Racing Classics C241 Alfa Romeo 8C, red, mint and boxed. Eighteen bids, sold at £172.99 (121033579199).

Scalextric Racing Classics C242 4.7litre Bentley, blue, mint and boxed. Twenty two bids, sold at £172.89 (121033577503).

These two items, both from the same vendor, I believe have fetched good money in this auction, as they are more recent releases than the original 1960s items, which can fetch megabucks.

Rare Scalextric Bugatti 59 Type 2, red/black base C95. Eighteen bids, sold at £395.22. You know you can rely on a Bug to bring the wallets out (300826469821).

Scalextric Graham Perris Bugatti, blue, C95, boxed, very rare, 77 of 200 made. Sixteen bids, sold at £397.33. Surprised this didn't achieve a greater amount, very nice car indeed (290826963279).

Scalextric Exin (Spanish) Renault 5, Copa slot car. Twelve bids, sold for £44.00. As usual, these items are very collectable and, as such, make good money (160931893990).

Spanish Scalextric 40<sup>th</sup> Anniversary Fiat 600 Abarth, mint and boxed, (6904 set car). BIN £65.00. Sold. A very nice example of this item and I have seen them go for almost double this figure in the last six months (190774681752).

Scarce SCX Scalextric yellow Seat 600 repro, boxed, Spanish Vintage Series, mint. BIN £170 but sold to best offer of £125. A very nice example, and does what it says on the tin (271125578358).

Scalextric Sharknose Ferrari Type 156, MM/C 62, from 1961. Two bids, sold at £43.00. Healthy price for this item, but a Sharknose in green (271114183211)?

Scalextric Lotus Type 49, Graham Hill, limited edition 7/1500. Fifteen bids, sold at £82.60. Surprised at this, as this is the cheapest I have seen this item in the last two years. It usually sells at around £150.00 (261136658295).

### **Scalextric Formula 1**

Spanish Scalextric Ferrari B3, green, #4052,

Exin, 1975. BIN £65.00. Sold (230899833960).

Scalextric Exin Tyrrell Ford, # 4048, blue, 1973, original car. BIN £55.00. Sold (261144820644).

Scalextric Ligier JS11 Altaya Duelos Miticos Collection. BIN £40.00. Sold (230899081114).

Spanish Scalextric Ferrari B3, red, #4052, Exin, 1975. BIN £75.00. Sold (230896455102).

Scalextric Ferrari B3 Altaya Duelos Miticos Collection. BIN £43.00 (230886177518).

All the above five items were from the same vendor. All five were BINs, and all five sold for good money.

### **Oddities**

VIP Electric Model Roadways, rare Austin A40, pale blue, mint and boxed. Thirty five bids, sold at £336.00. What can I say? You don't see these very often, if at all. As a rarity, probably worth the money spent here (380534270152).

Scalextric vintage Aerofoils X2, great for restorations. Twelve bids, sold for £16.00.

Would you say these were somewhat overpriced for a Panther aerofoil? A number of NSCC members do. I think somebody must have been desperate to finish a restoration project or something (261141899835)!

Scalextric slot MRRC 728-8008 body kit Felday fwd Ford, 1966, Daghorn, Jim Clark. From Spain. Twenty two bids, sold at £90.88. I think a little expensive for what it is, but there again, a rare beast (121037895975).

Airfix MRRC Ford Felday 4X4, rare, complete Scalextric slot car. No reserve. No bids. No sale as seller ended item early. I find this and the previous item two very strange lots indeed to be advertised back to back in the auction. If I remember correctly, this car ended up hill climbing for most of its career (130822405965).

Well folks, by the time you read this we will now be in 2013. Let's hope, and believe, that something positive will come out of it, for a change. With that, I will wish you all a very happy New Year and see you all in the February Journal with more eBay news. ■