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Contents

Events.....	2
Diary Dates.....	5
Messages From Margate.....	7
Ninco News.....	14
Carrera Corner.....	18
NSR Comunicazione.....	20
Editor's Chat.....	22
Dear NSCC.....	23
Fly On The Wall.....	27
Chopper's Woodyard.....	30
Treasurer's Letter.....	35
Heart of England.....	36
Ebay Watch.....	39



THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

A Double Edged Sword

Yet again I appear to be “up against it” getting the Journal sorted out for another month, as well as balancing home and work life (and failing miserably at one of these, ask Mrs. Naylor!), but needs must as they say, so here is another issue with no doubt a few more errors than usual.

Firstly this month, I would like to thank Adrian Norman again for the competition prize in May's Journal, which was won by Nic Ayre, with the correct answer of C3400. Nic enjoyed his day out at Brands Hatch in the hospitality Suite provided by Adrian and I'm sure took benefit of the free drinks and nibbles. I myself attended on Sunday and thought it was a very enjoyable day with all things Mini orientated, whilst watching Adrian race in what was some very close action.

Secondly, as result of asking for contributors last month, Nic and Mark Hatton have stepped up to the plate and offered their services to write about NSR and Slot.it, so I would like to thank them both for doing this, I hope they realise the effort involved!

Now moving on to the second point, this month you will see we have to address certain things regarding the running of the Club, whilst I, like others think the Journal should be about slot cars, we do of course have to attend to more mundane matters with regards running the Club, after all the NSCC is a business in itself. This has needed addressing not only in the last few months, but to be honest for a number of years, and the current Committee, despite what a few members believe are keen on sorting it out, so you will be able to read later on about progress made and what is planned for the future to some extent. Please do take an interest, it is your Club and will affect you, regrettably what happens so often is the loudest or most forward people will dictate terms and get their way as the majority remain silent, possibly because they are happy or perhaps because apathy rules?

So that's all from me for now, I'm off to lie down in a dark room until I'm needed again, I really should think about a holiday! Until next month.

Jeremy



MESSAGES FROM MARGATE



email: factory@nsccl.co.uk

By Pete Simpson

I'm sure that a lot of readers who are interested in the British toy industry, or Hornby Hobbies as most refer to it, will be aware that Hornby appointed Roger Canham as Chairman last November. Any change in a company's senior management team always brings a period of uncertainty and change. Well, in the case of Scalextric personnel this has resulted in some very positive moves: Paul Chandler has been promoted from Scalextric Brand Manager to Hornby Hobbies Brand Manager: that's not just the trains but the whole portfolio including Scalextric, Airfix, Corgi, Humbrol and the all important Breyer Horses! His position has been taken by Dale Luckhurst who moves over from Humbrol, quite correctly regarding Scalextric as a natural progression to the top. So keep an eye open for Dale at future Scalextric events and join me in wishing him well in this important role: it would be quite convenient if you should happen to have a wish list about you at the time.

Scalextric have now exceeded £10k as a donation to the Toy Trust Charity so far this year: the Isle of Wight cycle tour, which included

our own Mr. Norman, raised half of this amount with the balance being donated by the NSCC from the proceeds of the Ramsgate Weekend Auction. Dale incidentally can be seen in the team photo on the far right.

The delivery schedule caught me out last month; the observant reader will have spotted the error in my assurance that the Challenger from the "Law Enforcer" set would be the first example to be available in the shops. Not so – the Fast and Furious sets arrived first, making the red supercharged version the third example.

At last, Summer has arrived, and it has been possible to get out into the garage and spray a few models as well as having the first attempt at a garden layout. This has to be highly recommended as cars can get close to their top speed if a long enough straight can be laid although, with the undulations of our garden, sticking a few magnets back in saved a lot of rushing around replacing deslotted cars. Unfortunately, my misguided trust of British weather meant that, having left the set out ready for my return from work the following day, I spent several evenings drying what seemed like miles of track. Undeterred, this will definitely be repeated when the second weekend of summer arrives.

60 Years of Corvette

With the recent approval of the second of the two cars to be included in this special presentation set, C3368A celebrating 60 years of the Corvette, release can't be too far away. The first car, the 1969 model, was shown back in April of this year, but its companion, the fictitious version, has only just arrived for





approval. This has a similar paint scheme, but applied to the more modern shape 'vette with printing as crisp as ever; it makes a nice companion to the earlier car. As a Limited Edition twin pack, the two cars will not be available separately. I'd not noticed before, but the C6R bodyshell is moulded with the position-indicating lights used to try and keep spectators of endurance races informed of the positions of the first three cars in each class: look for the three dimples on the side of the door. On LMP cars these are just in front of the rear wheel.



acclaimed Mr. Blomqvist, rally star extraordinaire. Scalextric will be releasing a boxed set featuring three cars which were driven during a long and successful career. The first will be this Metro 6R4 and hardly surprising as it is a relivery of an existing mode, it is not far away from production.



Stig's 6R4

Apologies to the younger readers, but this is not a model of one of Top Gear's hero's transports: it represents one of the cars driven by the



With competition cars the decoration has to accurately capture the scheme as it was when raced, but this example would hardly be a particularly exciting solo release. The scheme represents the car as raced on 30th November 1985 in the Austin Rover Rally Sprint, a celebrity event at Donington Park pitching drivers from Rallying and F1 against each other in a series of events: rally stage, sprint and circuit race. Despite not being convinced that a navigator was really required for the short course, the model correctly depicts the presence of a passenger: a celebrity being treated to a joy ride, presumably reading the event programme rather than pace notes. The car is only available in the forthcoming "1980s Group B Rally Legends" Limited Edition set, C3372A.



Audi Police Car

This is generally similar to the car released in the “Law Enforcer” set, C1310, but decorated to represent a German Police car as C3374. It is a Super Resistant release so plenty of risks can be taken in apprehending the bad guys without too many fears of breaking any delicate items, but it still has plenty of features: working siren and roof lights although head and tail lights are not included.

We’ve been racing these Audis as a control car at the Croydon Scalextric Club for the past two years and I can vouch for their mechanical integrity – somehow the rear wing just won’t fall off.

It may take some believing, but the German police really do have some of these in their stable: based on the GT-R version but tuned to produce 450kW instead of the normal 400kW. (No, I don’t know how many horses that is either

but I bet they could pull a whole load of beer kegs). With cars like this, they can be excused for going for the casual look police stations!



McLaren

Another road car for those that don’t necessarily like their track activities limited to racing: the McLaren MP4-12C, C3396. This is very similar to one of the two cars that formed the twin set⇒⇒





of Hamilton and Button a while back, C3171A. It's a High Detail release, suitable for digital conversion, resplendent with full interior, high intensity Xenon effect headlights and working rear lights. As this is the more restrained version, not to be confused with the GT3 reviewed in the May Journal, handling isn't quite as predictable as with the wider car but performance is still pretty good on any home circuit. Comparison with the May review car also shows an increase in price: RRP £39.99 as compared to £37.49 for the SR GT3. Not a great difference between the two build qualities, but maybe significant to pocket money funds.

Aventador



On my last visit to Margate, the first example of a finished Lamborghini Aventador LP700-4, the Super Resistant, C3264, was ready for decoration approval, but it may have failed the hurdle. Although the car looked stunning in a



deep metallic blue, the correct colour, Blue Hera, could be argued to be a shade lighter – more akin to that of the Scalextric logo. It's difficult to judge from web images, but the Scalextric version definitely looks better than the real thing! Hardly a big issue as most will surely be ordered in red, orange or black. I was able to give it a tentative try around the 5.2m Demolition Derby circuit, but this hardly revealed any potential for racing, although expectations should be good for the sidewinder configuration in a car with a sizeable footprint. Although the initial prototype model looked to be a huge number of small parts, each waiting for an opportunity to depart, the finished model looks to be quite robust. As the car was not quite complete, I had to wait until this month for the sign off version to be ready. The dark blue has been retained so it looks as though we'll be treated to a rather more attractive finish than owners of the real thing: some consolation I suppose. This car replaces the previous Lambo flagship, the Murcielago LP640 with every indication that performance has taken a leap: 0-60mph in 2.9 seconds, quarter mile in 10.5 seconds and a top speed of 217mph. The Scalextric model certainly seems to be up to performance expectations.

Mini

This is the Cooper "S" racer of Patrick Mortimer, team mate to Adrian Norman, from 2012. As Scalextric only have Adrian's MINI Cooper in SR form, Patrick gets the HD version for his John Cooper Works class car. The car has all the usual High Detail goodies with high power headlights, tail lights, full interior and is



changes for new sponsors, this car could pass as this year's model whereas Adrian's race number has changed from 8 to 5 for 2013, doubtless reflecting his movement up the ranking. Remember that Adrian's car will have limited availability, principally to those travelling to the Hornby Visitor Centre. Whilst on the subject, those over 50 can now qualify for a 10% discount on Monday and Wednesdays in the shop and exclusive meal deals in the cafe: registration for the First Class Card is free. It certainly gives me something to look forward to!

USA releases



DPR. The car with the white wheels was the decoration approval version whereas the final sign off version has black wheels, presumably as it will be when released. Comparison of the two cars shows just how different the two models are: and don't imagine it will be possible to produce an HS version of Adrian's car: being an older moulding, the windows are integral with the body shell. Apart from a few minor livery

It has now become traditional that the American distributor commissions a limited run of white versions of existing models in order that they can be decorated by the buyer. Doubtless many of these models never escape from their boxes and are retained as collectors' pieces, but surely a few must be used as intended and provide the basis for either custom paint jobs or replicas of hitherto unreleased, ➡





obscure cars. As many race cars' liveries have a white base, the idea of providing a car with a factory-quality base coat is a good idea. However, where the finished car is unlikely to be white, a primed or even unpainted model would probably be of more benefit to the modeller.



One of this year's USA releases, the Lotus 49, C3442, is a prime example of the car being painted in a less than convenient colour. In this instance everything has been given the white treatment – engine, gearbox, wheels and driver. Maybe this is one that should be consigned to the loft and left to gain value as there are only a



couple of alternative racers that can be created: the orange Team Gunston car of John Love as run in the 1969 South African Grand Prix, at Kyalami, would only require the fabrication of the front wing and is probably both the most attractive and most unlikely version to be released by Scalextric.

However, all is redeemed with the Challenger, C3444: the white car is a perfect base to create the car from Vanishing Point. Who now believes that when I mentioned this as a potential conversion back at the beginning of the year I'd not seen this example?

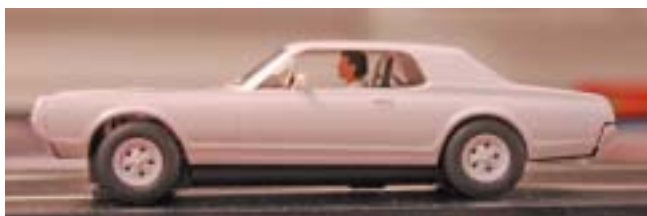
The third USA white model will be a Ford Mustang, C2450. Bit of a mystery this one as





the number is significantly out of kilter with the current series so this is probably a second production run. Clearly, it has been around before as it can be found on eBay from USA dealers but those versions have chrome wheels and bumpers whereas this version is all white.

The final USA white car for the year will be the newest of mouldings – the Mercury Cougar XR7, C3443.



I've not seen a version of the catalogue release yet so this was a real surprise and a bit of a disappointment. I like my cars low: if the

wheels don't kiss the bodywork, then it ain't low enough. OK, old Yanks did sit a tad high, but the pose of this has to be wrong: the front is far higher than the rear! As this was a very early example bearing no evidence that it had been approved, maybe I'm being unreasonable, but if it goes to production with this stance I rather suspect that Scalextric can expect an inbox full of derogatory comments. Take this as a pre-production model to illustrate the body shape and just hope that the ride height is correct before it hits the shops.



So, that's all for another month but in August I'll promise a bit of colour for our American cousins with details on three more USA only releases and some for us, of course, so until then enjoy the start of summer! ■





With the great British summer we are experiencing (*rain, wind and sub-twenty Celsius temperatures*), I can't think of a better time to make the most of the indoors and enjoy our hobby!

Fortunately, Ninco are keeping us smiling with some excellent models from their Ninco-1, Ninco-Sport and Lightened series released this summer. News of the first batch reached me just as we went to press last month so I'll start with a picture and more information on one of these first.

"1" Make Challengers

Ninco-1 is the well known series ideally suited for beginners to the hobby as well as those venturing into the world of "digital" racing due to their robust design and minimalist interior. Usually available in both analogue and digital trims, they can be easily changed between the two formats by adding or removing the "N-Digital" decoder chip. There are already a number of these cars covering relatively plain colours through to race liveried GT replicas.

One such car mentioned last month was the Ford Mustang "Dominator" (55083) driven by up and coming US racer, Andrew 'Ace' Caddell



in the Ford Racing Mustang Challenge. Caddell went on to win both the inaugural event in 2008 and the again in 2009 securing the Miller Cup both years. Based on the one make series, the Ninco version uses the compact NC-11 in place of the 5-litre V8 power plant found in the full size race car. There is a good supply of liveries for this model from numerous GT3 and GT4 competitions as well as racing alongside other Ninco race liveried Mustangs such as the Mustang "Green" (55038).

New for July in the Ninco-1 range is another one make series livery, this time from the Renault Megane Trophy '09 challenge. The "Castellet" (55089) is the deep blue coloured car (*with bright red rear wheel arches*) of Pujola Racing's number 22 entry driven by Spaniard, Toni



Forne, during the 2011 race at the French 'Circuit du Castellet', more commonly known as the Paul Ricard circuit. Toni finished 9th overall in the series that year but did appear on the top of the podium on more than one occasion as winner of "Gentlemen's Driver" award (*for those entrants over 40 years of age*). The Megane Trophy series offers numerous liveries and is a great series of models to collect as well as race. I managed to catch a glimpse of the full size car undergoing race preparation at Silverstone during the Renault World Series in 2011.

The Art of "Sport"

Releases in the Ninco-S range this summer include a beautiful Porsche 550 Spyder and awesome Lancia Stratos.

The "State of Art" (50630) Porsche is based on the 1955 production race car which participated in many official races in Germany including the Berlin GP and also the 1956 Swedish Grand Prix where it lined up against other giants of the era, Ferrari, Maserati and Jaguar. This car also saw action in the Mille Miglia and is now regularly taken for a spin by its owner Albert Westerman, founder of the 'State of Art' fashion house. Their head office in Lichtenvoorde, The Netherlands, is also home to a superb collection of classic Porsches. An in-line NC-9 powers this little Ninco beauty which is crisply painted with fine paint and chrome detail, finished off with period classic wheel rims.



The Lancia Stratos is true motorsport art with its style origins hailing from the famous car designer, Bertone. An iconic Group 4 rally contender from the late seventies, the Stratos won no less than eighteen WRC events during the championships from 1974 to 1981 inclusive. Already released in 'Alitalia' and 'Pirelli' liveries, this "BIC" (50631) decoration is another memorable livery. The white body is decorated with orange flashes along each side of the car, piped with narrow blue lines, reminiscent of the orange ballpoint pens with blue lids manufactured by the main sponsor.



The Ninco model has already gathered a following of racers with its fantastic handling properties across all track surfaces. The NC-9 Sparker in-line motor gives a punchy drive balanced with the interchangeable ProShock⇒





suspension on all four wheels. I haven't had the luxury of seeing the finished article as yet but I believe it will be based on the number 8 entry driven by Tasos 'Siroco' Livieratos and co-driver Manolis Makrinos from the Acropolis Rally.

"Lightened" Fast!

Rounding off this month's batch of summer goodies is the impressive Audi R18 "Fuji WEC" (50633). This Ninco body is still relatively new but has already won the respect of endurance racers. With 'Lightning' versions making good use of ProRace parts such as axles and alloy wheels, the "Lightened" versions have reduced weight through the use of lighter components such as Lexan interiors. Ninco's reproduction of Audi's entry to the Fuji round of last year's World Endurance Championship is the sixth R18 livery from Ninco and levels up the ratio of Lightened to Lightning models.

Audi have truly been a force to be reckoned with in endurance racing, winning twelve of the last fourteen Le Mans 24-hour races (*thirteen if you include the Bentley Speed 8 victory in 2003; well it was powered by an Audi R8 engine as they have been part of the same Volkswagen Group since 1998!*). Last month's race saw the Audi Sport Team Joest take the top three places on the grid and finished the gruelling endurance race in 1st, 3rd and 5th places. Endurance racing takes many forms and the inaugural calendar was made up of six 6-hour races (Spa, Silverstone, Sao Paulo, Bahrain, Fuji and Shanghai), the 12-hours of Sebring and the 24-hours of LeMans. This year, Sebring is dropped in favour of the 6-hours of 'Circuit of the Americas' in Austin, Texas.

NWC '13

Ninco World Cup 2013 anyone? Since 2006, this event has been establishing itself as the most important international slot race of the year as it brings together drivers from around the world to compete on an amazing circuit, uniquely created for the event. NWC appears to be looming with reports of qualifying rounds taking place in Spain. I am investigating this further and hope to bring you more news of the event as it unfolds



Union Jag' - Update

Thanks to all those who contacted me regarding the remaining "Slot Festival 2013" Ninco E-Type Jaguars (50620). As expected, demand has outstripped supply so anyone wishing to secure one should send in your details (ninconews@nsc.co.uk) for entry into the draw by the end of July. ■



Email: carreracorner@nscg.co.uk



I need to clarify the F1 models mentioned in the May Journal. They are in fact last year's models coming back into stock. These are still in huge demand as they are the only exclusive models of Ferrari and Red Bull F1 cars. Thanks to NSCC member and F1 fan, Stephen Edwards for drawing this to my attention.

We have news of new Carrera models which should be available in July including two USA Limited Editions. The Hobby Company will bring two cars to the UK that are exclusive to the USA with limited availability. They are CA 27437; a Porsche 917/30, race number 5 and CA27436; a red Lola T222, race number 88 as raced in 1971 at the Mont Tremblant circuit near Quebec in Canada. If you are lucky you might get your hands on one of these cars.



The following cars should be available in the UK by the time you read this. CA27427 Mercedes SLS GT3 Black Falcon, race number 3 which won the Dubai 24 hours last year. The



2012 Dunlop Dubai 24 Hour was the seventh running of the Dubai 24 Hour endurance race and took place at the Dubai Autodrome in January last year.

CA27434 is a Shelby Cobra 289 finished in blue with white stripes and carrying race number 21. This is another version of the popular Cobra which we have mentioned in these columns before.

CA27431 Alfa Romeo GTA Silhouette Group 5, race number 9. Again another version of the Alfa mentioned here before. It has working front lights and brake lights.





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

Finally and by way of a digression, in Classic Car Magazine for August there is a feature on John Lennon's Ferrari 350 which also refers to the house in Surrey where he lived at the time he owned the car. Both the car and the



house are now for sale (separately). Whilst he lived at the property, in the mid sixties, Lennon is said to have spent much of this time in the attic rooms: one was a small recording studio, another housed three Scalextric sets. Imagine; John Lennon racing slot cars! ■



Welcome to my first offering as a contributor to the NSCC Journal and for those of you who don't know me, a little history.

The slot car hobby began when I was given my first Scalextric set, the Le Mans GT8 in 1974 and became a regular activity of my youth. There were a few years when the hobby was on the back burner, although the vastly extended set would make an occasional appearance at the local motor club night. It was another such club night in 2000, which kick started the hobby big time, when my (second) wife to be, bought me a SCX Focus for the event, which I duly won, I was hooked again and the discovery of the Crofton Raceway soon had me racing on a regular basis. In 2002/3, I was involved in the formation of Solent Slot Car Club, but moved to Ipswich at the end of 2003 and eventually joined what is now the Bury St. Edmunds Slot Car Club. I'm a racer and a collector, not specialising in any particular brand, but if I like it, I buy it and generally these tend to be Rally or Sports GT cars. Anyway enough about me and on to the latest NSR news.

To celebrate their recent 15th anniversary, NSR have released a commemorative special, this is a red Corvette C6R (NSRSET07) and is based on a car that was raced at Daytona last year. The model comes in a special box and sells for the same price as a standard model.

A whole host of new liveries are now in the



stores including the racers favourite, the Mosler MT900R finished in blue as raced in the Britcar series. The Mosler is available with various chassis options, as NSR1136 it's offered in sidewinder inline and Evo3 anglewinder versions and as NSR1138AW with the Evo4 chassis.



Football fans may still be able to get hold of the very limited Real Madrid and Barcelona liveried Audi R8 LM's and the little Abarth 500 NSR1141SW looks striking in the Black Lotus F1 scheme.

Another model in black, and surprisingly not a fantasy livery is the Playboy sponsored Porsche 997 RSR as raced at Daytona in 2007 and this is joined by a green version of the same car.

Finally, and one for the classic racer is the



latest in a long line of the successful Porsche 917K's, NSR1152SW. If you have never tried one of these cars before you are missing a real treat and even on a tight home track these cars perform superbly straight out of the box, this model is based on the Swiss Zitro Racing Team car, driven by the Swiss pairing of Dominique Martin and Gérard Pillon at the Le Mans 24hrs in 1971, unfortunately the car retired after 21 hours with gearbox failure.



Hopefully by the time you read this, the long awaited Alan Mann P68 from the BOAC 500 race held at Brands Hatch in 1968 will be available. The P68 was an ill fated car, very fast, but very unreliable and never finished any of the races entered. This model (being NSR will be



very fast and reliable, something Ford never achieved) is based on the number 33 car driven by Jochen Rindt and Mike Spence, didn't qualify for the race after the engine mounting failed, although Spence, who was a Brands Hatch specialist was drafted into the sister 34 car to partner Bruce McLaren. Jim Clark had been stated to be one of the team drivers for this race, but due to a mix up in Jimmy's diary he had to go to Hockenheim that weekend instead with tragic results. In a double twist of fate, Spence was killed exactly a month later while practicing for the Indianapolis 500, driving the Lotus 56 that Jim Clark should have driven.

Talking of tragedy it is only fitting to mention the passing of Salvatore Noviello the founder of NSR, who was killed in April in a car accident near his home in Salerno, Italy. He was one of the leading lights in creating top quality slot racing machinery and a formidable racer himself, he will be sadly missed by the slot racing community.

Well that's enough from me for this month and I hope you have enjoyed the odd snippets of information. Until next time. ■



Editor's Chat

By Jeremy Naylor

This month, as well as my usual ramblings in the Editorial I thought I should report on the progress of the new NSCC Constitution and also some news regarding the Committee, just in case some of you out there think there is no progress or that we are concealing things from you!

Firstly, we have now instructed two current Club members who have expressed their concerns regarding the Club but who have, more importantly acted with impartiality whilst doing so as well to assist with the redrafting of the Constitution. They have also have some experience of these things and election procedures in particular, and thus have been asked to commence work and bring the Club's Constitution up to date and to include all relevant issues and procedures that appear to have been flawed in the past, including the election process, Committee durations, service terms and roles, expenses and disciplinary procedures etc. and which despite events in the past were never updated in the 30 plus year old Constitution. We have given them a timescale of six weeks to get a draft sorted out, which once done will be reviewed by the Committee and will then be issued in the next available Journal for the membership to review and comment on before hopefully being implemented after the required members' vote. Until the Constitution is sorted out we believe any elections for Committee posts should be delayed, as it has been proved the current system is flawed.

Secondly, this month I must report that Richard James our Promotions Officer has resigned his position on the Committee. This is largely as a result of his current health but as you will see in his letter it also as a result of some members (and I will say a very small minority) who believe that the current Committee for whatever reasons are not acting in the best interests of the Club etc. and have continued to attempt to undermine us both via email and more worryingly via a public forum.

Thirdly, our Chairman has also been

affected by a number of personal issues, and also has indicated he has considered resigning his position, but fortunately he has agreed to taking a six week sabbatical away from the Club and all Club business in order to get his house in order, as they say, then he will return to the Committee and take up his position again. In the meantime I am acting in the role hence this little piece, whilst Andy Smith has taken on the role of Promotions assisted by the ever reliable Paul Yates and Shaun Bennett has taken on the Club Secretary role as well as the Treasurer role of course. These vacant positions of Club Secretary and Promotions are of course all temporary and will, once the Constitution is completed be subject to an election, with more details to follow of course.

I have to say that some of the issues outlined by Richard James have not only had an effect on him and thus his position in the Club but also on us all, and this leads us to the letter from Shaun Bennett, our Treasurer, which he felt he needed to write just to clarify a few points on the current and indeed past members of the Committee regarding issues that have been raised by some and the alleged behaviour and actions of the Committee in an adverse manner.

I know it is often a misconception that some believe we should be giving 24 hour service to the Club and be at the members beck and call, but this regrettably is not the case, we are all volunteers and have our own jobs and family life to balance, fitting in the NSCC as we can, although to be honest and speaking from my own experience it is the reverse, with the NSCC often coming before my personal life, with the wife often reminding me of my obligations to both her and of course the kids!

So that is all I have to say on matters this month, if you have any questions or concerns please do contact one of us and we will try to deal them and hopefully will be in a position in next month to produce the revised Constitution to you for your further comment and/ or input as appropriate. ■





Dear Members,

Having volunteered my services to the Promotions Team several years ago and by virtue of such being initially drawn into some of the Committee decisions it was a natural process that when Karl Cornell had to step back from his position as Promotions Secretary that a member of the Team should be co-opted on to the Committee to temporarily take over the duties required. It was decided by the existing Committee at that time that, with agreement of Paul Yates and myself, I would take on that mantle until such time as Karl felt he could step back into the position.

During the ensuing period I hopefully helped to raise the profile of the Club and did my best to attend various events and meets spending little time enjoying the events activities themselves but plenty of time enjoying manning the Club stand and meeting lots of members and trying to convert non members. However the time involved, as any committee member in whatever voluntary position in whatever sphere will agree, is never consistent. With the pressures of working life, family and other commitments great activity always seems to come at inappropriate moments and never when things are quiet. As I am self employed then work is also often a “feast or famine” beast and I found that towards the end of 2012 that I was struggling to meet the demands required of me and so both some of the Club requirements I wished to do were delegated to Paul who, stalwart as ever, kindly completed on my behalf, but also my work suffered which affected my income.

At the start of this year Karl decided to resign his position and Club membership, and the Committee asked if I would agree to take on the role as full Promotions Secretary. As it had been agreed that the constitution was a priority and that a working party would be set up with a deadline for a Constitution within six months then I agreed under the proviso that it would be a primarily administrative position as I could no longer spare as much time travelling and attending events. With the new Constitution in place then new election processes would be in place so I assumed that the position would be open to new candidates in the autumn.

It now appears that certain sections of the membership consider my appointment “underhand” and I cannot blame them entirely as I feel that the coverage of some Committee decisions have not always been made clear to the membership (when they do not include items sensitive to future plans, club cars etc.) and I feel that the fact that this accusation has been made requires the above explanation. I am very disappointed that it appears the working party had not been briefed as agreed at the Committee meeting on 3rd March nor the remaining Committee being informed that this was the case but I understand (only too well) that external pressures have led to other Committee members having to prioritise their time and that this and other Club matters have had to be left uncompleted. We are all only volunteers with limited spare time.

Unfortunately on the 25th May I was admitted to hospital with a blood condition that resulted to two weeks internment and now a slow recovery to full fitness. As such the →

contribution I can make to Committee activities is even more limited and, with time on my hands to think if not energy to do, I feel that in view of my immediate recovery (which may take several months) along with the dissatisfaction in my secondment onto the Committee from certain quarters, that it is time to resign from the Committee. I will add that my duties as Promotions Secretary are being ably covered and will be until a replacement is elected.

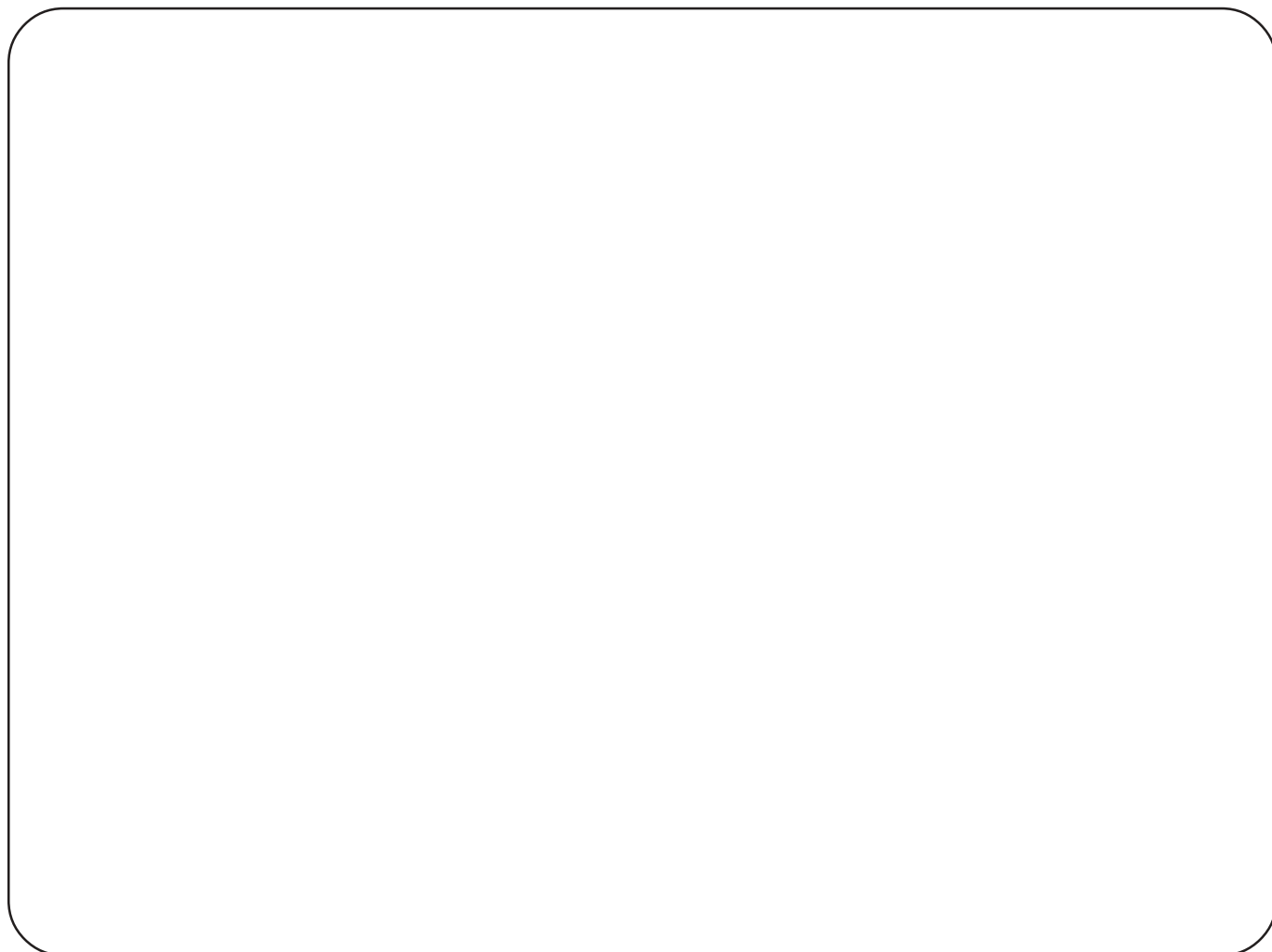
I would like to think that I may be available to assist the Committee and Club in the future when my health is back to allow me and be available to lend a hand at occasional events as and if required but that is all for the future and it is the Club now that we need to consider.

I would like to add that my fellow Committee members have put in a LOT of work over the years, swapmeets, Ramsgate, Gaydon and Club cars do not just “happen” and other, more unpleasant, decisions also have to be made that shine little glory on anyone but

have all been carried out with the foremost principle that the Club is to be protected and allowed to grow to benefit the membership in the future even if things are difficult at present. I would like to thank the Committee and my Promotions Team of Paul Yates for their support over my period on the Committee and hope that some of you, particularly those with a flair for promoting and perhaps with a little more time than I, will step forward and stand for the post. It seems folk are quick to grumble but slow to step up and make a contribution.

Thank you also to the volunteer members who have been on hand at events to help with running the tables and tracks. You know who you are and sadly it always seems to be the same few people out of the whole of the UK membership.

Yours faithfully,
Richard James





Exciting news for fans of truck racing. Just out and in very limited supply, are two Sisu SL250 Racing trucks in the liveries of UPS and FedEx. These were commissioned by the US distributor, however, Gaugemaster in the UK have managed to source a number of both trucks. Although available for around £53 at the time of writing, these Limited Edition trucks may well have sold out by the time you read this.



The UPS truck is number FS201301 and the FedEx truck is FS20302. If you want one, try your favourite supplier as soon as possible and hope they still have them!



The next releases include a Mercedes Atego Racing truck, race number 8, from Zolder 2012. This is the first time the Mercedes truck has been made under the new owners, so it is a welcome return to the range, we have a picture of the test model.

Also to be released is what possibly may be the last roll of the dice as far as the Williams FW07 is concerned (FS055106). This is the B version with revised side pods as raced by the works team in 1980 and represents the car driven by Carlos Ruetemann in the US GP. The team was sponsored by Leyland that season and the car will sit nicely next to the Alan Jones version that came out late last year. Other Fly⇒



releases due later this year, but still to be confirmed, are the three Gulf Porsche 917Ks from the 1971 Can Am race at Watkins Glen; a brace of BMW M3 E30s in 7Up and Marlboro liveries and Ian Schekters's F1 March 761 from the 1977 German GP, more details when we have them.

We also anticipate that the first releases from Flyslot's premium brand Slotwings is not too far away. I can confirm that the first release (W50101) will be the Red Wollek/Doern/Lanter Budweiser Ferrari 512BB, race number 6 from the 1982 Daytona 6-hours. This will be followed by (W50102) the Pioneer sponsored 512BB from Le Mans 1982 as driven by Claude Ballot and Jean-Claude Andruet. Around the time of this release, which is estimated to be



September, we will also see the first of the Senna Collection cars (W40101). This is planned to be the Williams FW08 GP car from Ayrton's test session for Frank Williams at Donington in July 1983. As predicted, normal releases of these models will be available, so joining it will be (W40102) the works entry as driven by Jacques Laffite in the 1983 season and I am sure that a Keke Rosberg version will also be offered in due course. These are important releases for collectors of 1980's Grand Prix cars and we should commend Fly for producing these models.



Thanks, as ever, to Terry Smith from Gaugemaster for his help in compiling this article. ■

Chopper's Woodyard

By Ian Howard



There is a saying amongst slot racers that “real men don’t use magnets”. Well, I’m inclined to agree and disagree with that statement in equal amounts and that quandary has led me to do some serious thinking on the subject.

Animal Magnetism!

I come from a background of strictly “non magnet” racing and whilst in that environment I came to follow the crowd and look down upon “magnet racers” as being – *“unskilled rock apes, adrenalin junkies and heathens of the sport”* - if you will. But (and it’s a big but) since I’ve joined Great Barr Slot Car Club I’ve raced in three magnet classes. A standard GT class with one magnet using a Scaley McLaren MP4-12C, a Scaley NASCAR class and a no holds barred twin magnet “Nutter Modified” class.

I’ll have to admit – like some kind of seemingly awful guilty secret – I’ve thoroughly enjoyed racing these magnet cars with my absolute favourite being NASCAR don’t tell anyone will you? I’m also equally guilty of enjoying the works of Barry Manilow and Billy Joel, but that’s not important right now.



Some younger racers tend to excel at magnet racing but don’t enjoy a trouble free transition to non magnet racing. It’s probably because their “hand eye” co-ordination is less fine tuned to the limits of having less grip. I find that they can have a tendency to brake too late, fully expecting the car to make up for the shortfall with an inevitable huge accident happening as a consequence.

Magnet racing certainly requires a different skill set to non magnet racing. The line between having grip and no grip is much thinner and the accidents when they happen can be monumentally car breaking. So does racing with magnets require greater skill or no skill at all?

I’ve found as a magnet racing convertee my biggest problem is one of confidence. I see a series of corners and I find my self having a “wee confidence lift” because my senses are tuned to low grip and I fully expect to have a shunt. It could also be because I’m completely “average” as a driver too! It seems to me that the key is having greater “commitment” and the ability to have a wider spacial awareness, not only to your own racing line, but especially to those around you.

The other thing to bear in mind is that the slot car companies are in business to make a profit and they need to produce a product that

appeals to a mass audience. Magnet cars will always be more inviting to drive fast and appeal to all skill levels, allowing racers of mixed abilities to compete against one another on a fairly even playing field. Like it or not, non magnet is slowly becoming the niche market and if slot car companies don't move with the times we will slowly see them going out of business. The result? No new products for us to enjoy. Even when slot car companies produce a good product for magnet and non magnet racers they can be prone to business difficulties. We only need to look at the recent troubles at SCX to see that.

I do fear that the future of our sport might be at risk because the technicalities of tuning a non magnet car are far less complex than getting a non magnet car set up properly. Usually a bigger motor with enough magnetic downforce produces a quick car which might otherwise be undriveable. Is the "setting up/tuning" skill going to be lost over time?

In my opinion magnet racing has its place where the 1:1 cars enjoy high levels of aerodynamic downforce such as F1 or GT racing. The cars "look right" and the racing (just like the real thing) is usually hard fought and very close.

I certainly think that the "snobbery" that surrounds magnet racing is misplaced. I've seen great non magnet/magnet drivers go head to head with magnet GT cars and the racing is close, breathtaking and very exciting to watch.

Overall I do think that racing with magnet cars has improved my driving technique. It's taught me not only to "dig in" and really "go for it" but also to find a "groove" and concentrate on maintaining that groove and on occasion that has improved my non magnet performances quite significantly. Let's face it; it's also a fun challenge to strip a car of magnetic down force and then to set about developing the chassis using weight and uprated components.

In many ways "racing is racing", magnet or no magnet and this argument will probably rumble on as long as we have slot car racing. The main aim is to just have fun and I would

urge all racers out there to try both disciplines if you have not. You may just be pleasantly surprised at the results.

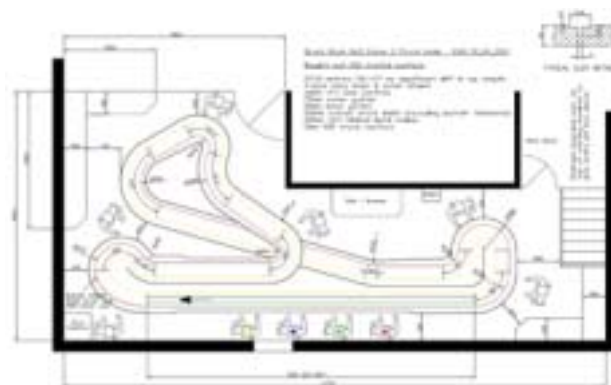
Oaklands Park – "Re-Loaded!"



Oaklands Park Model Car Club in the West Midlands is one of the oldest model slot car racing clubs in the World, dating back to the days of rail racing. In Spring 2012 Sandwell Council shut the hut at the Harry Mitchell Centre in Smethwick that had been in weekly use since 1968 and the majestic Oaklands Park circuit was seemingly lost forever.

But the crew at Oaklands Park are made from tough stuff and like a Phoenix from the flames a new, 96' (29m) 4 lane CNC-routed wooden track has recently opened at their new premises in Ladywood, Birmingham. Oaklands club member Dave Beeching kindly stepped forward and knocked through a few walls upstairs in his factory to make a space usable for a track. The new circuit is built in an L-shaped room with rubber flooring with brightly painted white walls.

⇒





A full racing programme on Wednesday nights has begun with classes which include;

- 1:32 BSCRA Falcon production cars.
- 1:32 BSCRA Formula 2 (BSCRA F1 cars with Falcon class motors).
- 1:24 BSCRA-style sportscars with Falcon class motors (effectively an Open Group 12 car with a slower motor) and
- 1:32 Hardbody “no real rules” racing, Retro/CSCRA cars and fast Scalextric.

If you had the pleasure of racing at the old circuit you’ll probably notice a lot of similarity between this and OP tracks of the past and that’s intentional. Although shorter than the last generation track (96' compared to 110') you race in the same direction of travel with the rostrum in the same sort of place adjacent to the main straight with cars passing right to left. It is great

fun to drive on and the members are extremely friendly and their depth of slot car racing knowledge is really quite staggering.

If you get the chance I highly recommend that you pop along and have a “wee blast” on this new circuit.

Club Address - Steel Spinings Ltd., 94-96 Steward Street, Birmingham, West Midlands. B18 7AF.

Contact Details - Eddie Grice - ewgrice@btinternet.com, Owen Cooper - o_cooper@yahoo.com.

Opening Times - 20:00 to 22:30 Wednesday nights racing.

Hairy, Lairy and Scary! - Group 5 racing

Group 5 was a motor racing classification which was applied to four distinct categories during the years 1966 to 1982, the most famous of which are the various incarnations of the legendary Porsche 917.

The Fourth Generation Group 5 – “Special Production Cars” were raced from 1976 to 1982 and included such celebrated cars as the Porsche 935, BMW 320i Turbo, BMW M1, Lancia Stratos Turbo, Lancia Beta Montecarlo Turbo, Ferrari 512BB LM and the Zakspeed Ford Capri Turbo to name but a lot.

The rules restricted the width of the car; therefore cars were built with standard body





widths but wide mudguard/wing extensions. The regulations required only the bonnet; roof, doors and rail panel were left unmodified.

The Racer Sideways Zakspeed Capri has really caught my eye and there are some great liveries on offer. I'm given to understand that with just a few standard tweaks the chassis becomes simply awesome to race. However, many UK stockists seem to have sold out of these models really quickly and auction site prices range from a reasonable £50 to an eye watering £130, so getting one at the right price may be a bit of a trek to the casual hobbyist.

The basic specification includes:

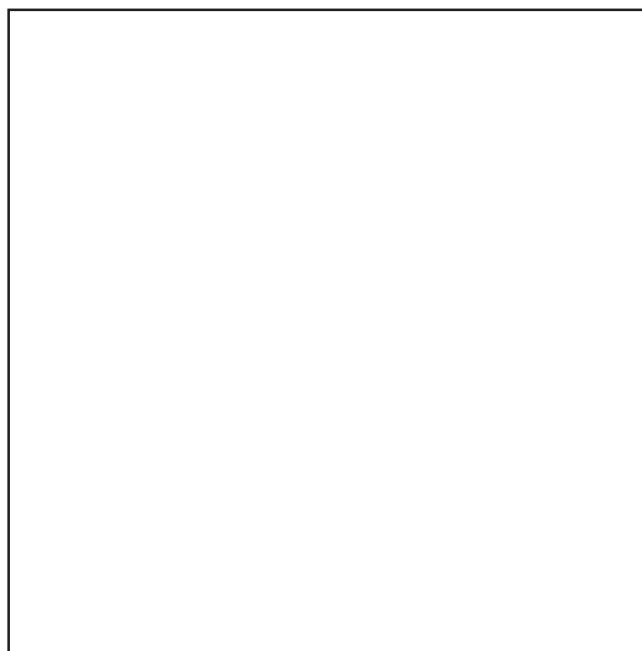
- Full Slot.it Anglewinder chassis and running gear.
- Racer Anglewinder motor mount holding the Flat-6 20 K motor with 200g/cm of torque rated at 12 volts.
- Scalextric digital compatible with the aid of the Scalextric wired digital chip.
- Racer Sideways Zakspeed Ford Capri Group 5 slot car range are made in conjunction with Slot.it, so they are compatible with Slot it's huge range of upgrades so you can fine tune the chassis to your driving style.

The crew at Molesey Slot Car Club are running a very healthy and closely fought Group 5 class and I may just have to pop my nose in there in the near future to see some action, because these wee beasts look simply amazing.

In the coming months I'm going to dig out my old wreck of a Scalextric Group 5 BMW to see what can be done with a new chassis, motor wheels, tyres and livery.

Next month I'll tell you how I'm getting on with my projects for the OCAR Euro/Japanese Saloon car and F1 "Half Tonner" race events which are being held at the splendid Wolverhampton International Circuit in the West Midlands during October/November 2013. I'll also be interviewing lady slot racer Sandy Parker (of BSCRA fame) to get the lowdown on her unique views on our sport.

Till next month, keep it smooth (baby) and stay on the "black stuff". ■



An Open Letter from the Club Treasurer

By Shaun Bennett

Recent and indeed continuing comments on a well known world wide web forum and also directly from a few NSCC members have prompted me to try and clear up some misconceptions and comments regarding the Committee of the Club, some of which are, quite frankly, aimed at causing mischief in my opinion.

These points are listed in no particular importance or order but I feel need raising all the same.

- 1) All of the Committee are paid up members of the NSCC. We all pay exactly the same membership fees as everyone else.
- 2) The Committee pay the same for the Club cars, swapmeet cars and specials, such as the recent AC Cobra or Slot Festival E-Type as everyone else.
- 3) The Committee pay the same for the NSCC/ Hornby weekend and Slot Car Festival as everyone else – this includes the Polo Shirts worn at the Slot Car Festival and Ramsgate, nothing is free or provided by the Club.
- 4) The Committee expenses cover such things as the Journal Editors printer ink, petrol expenses to meetings, events such as Horsham, swapmeets etc. to run the Club stand, telephone costs, postage, accommodation where overnight stays are required (such as Ossett) etc. Many costs incurred by the Committee are not actually claimed, for example not all of us claim to attend Committee meetings or swapmeets which we would not normally attend. In addition and I would point out, that time given up on NSCC business is not measurable, we also claim no ‘cost’ for attending events – consider long Committee meetings at a Premier Inn in Luton on a Sunday for example, where an entire day can be spent discussing Club business.

There are a lot of comments regarding

events we should attend, tracks we should run and how we should be taking the Club forward. The Committee would agree with these suggestions almost completely, unfortunately these suggestions never seem to come with an ‘I’ll help out with that’ by not only those who suggest it but very few other members to be honest.

Remember, we are all unpaid volunteers, I know the Editor and Membership Secretary received an Honorarium each year but this does not cover their cost in terms of time given up each month in the roles let alone anything else and is a mere token payment, so of course we as a Committee can only do so much without the help of the membership as a whole.

You should also remember and indeed a further point I would like to make is that without the “few” who help each month writing the articles in the Journal, there would be no Journal and possibly no Club, these contributors get little praise for their efforts and also no benefit currently from the Club.

So I would ask that if you are a member with concerns or issues you approach one of us directly, we would be more than happy to discuss anything personally, rather than visiting a forum where you can remain anonymous and voice your issues without actually providing us a reasonable chance of reply, and also where many who comment are not actually members of the Club, but who feel they must put in their two pennies worth for the sake of something to say or to get their number of posts increased whilst having absolutely no interest in the NSCC?

Finally, as a NSCC member ask yourself would you be happy with someone not associated with the Club telling you what it should or should not be doing? ■

HEART OF ENGLAND RETRO F1 RACING SERIES 2013 DUDLEY ROUND

By Graham Pritchard

Another great days racing sums this one up very well indeed, check out Rob Walladar's feedback on Slotforum if you want a second opinion. Twenty four racers were present for the morning session but with only twenty able to stay for the afternoon session then whilst the number of racers fell slightly it was still very entertaining, the attraction of this type of racing still manages to surprise me with my old friends John Nabbs and Dave Arnold ringing me up out of the blue a couple of weeks ago to ask about entering the event having seen the feature on the series in the Gaydon souvenir edition of Slot Car Mag.

The usual "names and nibbles" were there so you could attempt to do "Man v Food" if you wanted by trying to eat all the sausage rolls and Jaffa cakes and you could even have a curry as well, as the home of the Dudley Club is also the home of the famous, well in our area anyway "Mr. Dave's Baltis".

Bearwood new recruits Mark 1 and Mark 2 (Dawson and Wadeley) were seen to be thoroughly enjoying themselves and Dudley Club member Chris Aston decided to join in with us as well even though these cars are quite a bit slower than what he usually races, such is the appeal of these cars then it seems.

Wolves new recruit Mike Gunton was flying in his JPS Lotus having now fitted a brass pinion and most peoples' cars seemed to be more reliable now given the lack of demand for my fleet of spare cars, although at one point Ashley Evans Parmalat Brabham was making some funny noises which later transferred to my one or did he swop his car for mine when I wasn't looking I wonder? But luckily for both of us they both survived the day intact in the end.

Once all of the heats were run we ran ladder



finals and by a strange quirk of fate or is it just that they are so consistent racers the same four names appeared in both of the finals again, just like at the Wolverhampton rounds although the ones that just missed out changed a little this time so close, and yet so far away, never mind, one day we will get there, we hope!

But today was Bearwood 2013 Club Champion James Noake's day for a change as he managed to just hold off Wolverhampton racers Andy Bartle (2012 Heart of England Champion) and Ashley Evans (a future Champion too I reckon) and Rob (I'm fed up of coming 4th) Walladar! (His words not mine). Never mind mate, at least you are getting into the finals! (Unlike myself and the others).

OVERALL PLACINGS – DUDLEY - ROUND 3 – MORNING SESSION

1. James Noake
2. Ashley Evans
3. Andy Bartle
4. Rob Walladar
5. Graham Pritchard
6. Steve Beach
7. Mike Gunton
8. Dave Homer
9. Chris Aston



10. Alex Young
11. Malcolm Scotto
12. Dale Thursfield
13. Mark Wadeley
14. Dave Phillipson
15. Mark Dawson
16. Nigel Pedley
17. Mark Wain
18. Simon Young
19. John Nabbs
20. Poppy Nabbs
21. Emma Humpage
22. Dave Arnold
23. Joshua Pedley
24. Owen Cooper (DNF)

**OVERALL PLACINGS – DUDLEY - ROUND 4 –
AFTERNOON SESSION**

1. James Noake
2. Andy Bartle
3. Ashley Evans
4. Rob Walladar
5. Dave Homer
6. Steve Beach
7. Mike Gunton
8. Chris Aston
9. Graham Pritchard
10. Alex Young
11. Dale Thursfield
12. = Malcolm Scotto & Simon Young
13. N/A
14. Mark Wain
15. Mark Dawson
16. Dave Phillipson
17. Mark Wadeley
18. Nigel Pedley
19. Joshua Pedley
20. Emma Humpage

So, with another brilliant day's racing completed it was time to pack everything up and await the next round of the 2013 series which



will be at the Great Barr Slot Car Club on Sunday 1 September (And one of “Nomadic Racer” Rob’s home tracks so we expect better of you there mate!).

This track is a six lane fully scenic Ninco track with some very interesting level changes and from our point of view marks the move from wooden tracks to plastic tracks for the series as the final round is on the classic Scalextric track at our home track (Bearwood) on Sunday 29 September.

I think it is fair to say that these meetings really are as much a “social occasion” as well as a “race meeting” with friends old and new meeting up and a few familiar faces also popping in to check out the day’s events at Dudley today and we also got a glimpse of Dudley’s new race track which is being renovated and upgraded specifically to race “our” type of slot cars on rather than the BSCRA type of cars which is currently the Dudley Club’s main activity.

But, having known these guys for many years now and having had a go with these BSCRA cars on and off over the years it is worth mentioning here that many peoples’ perception of exactly what a BSCRA car is may now actually not be as accurate as they might have thought, as whilst it is true to say that they have evolved significantly in their performance etc. what some people may not know is that there has also been a creation of a “bridging” class of cars which run “Falcon” motors (same type as some of ours basically) and that these are actually cheaper than many of our type of motors – OK, the bodies and chassis’ are still BSCRA in appearance generally but some of them are now so “thick” that they come very close to being as rigid as the lightest ones of our genre and gone also are the distorted bodies, some now actually look like the real cars – honest!

What you also may not know is that the previously very high entry costs of BSCRA racing have now been slashed dramatically with the emergence of this new “class” of racing so if you have ever fancied trying out this type of racing then “it has never been cheaper” is the message I am saying basically.

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To help me out I asked Dudley club member and long time friend of mine Graham Thomas to write me a few lines on the current BSCRA scene and this is what he had to say :

“BSCRA - British Slot Car Racing Association- runs championships for very fast Lexan bodied cars that can cost around £300. This gives the conception that this type of racing is only for the very wealthy, however most of the association’s member clubs do not run these super cars on a regular basis. The average club runs weekly races for Falcon 7 powered 1/32 and or 1/24th production cars. The motors cost around £9 but at around 50,000 rpm max speed they are fast enough to provide exciting racing for everyone taking part. The total cost of all the new parts for a club car is approx. £55 (and second hand cars are normally available for much less) and to race at most clubs every week you would only require one or possibly two cars hence BSCRA type racing at club level is actually quite affordable and most clubs have cars and controllers available for you to borrow so why not give our type of racing a try? See <http://www.bscra.co.uk/> for details of a club near you.” So, maybe not exactly what you were thinking then?

Dudley are also going to be launching a racing calendar later in the year for the new track so please keep an eye out on Slotforum etc. if you fancy coming along and having a go on it.

For next season’s Dudley rounds we will be using this new track for at least one session and so that promises to be something to look forward to immensely.



In closing I’d like to thank Graham and Chris Thomas for all of their “behind the scenes” work in getting the track ready for us to use and to Dave Homer for allowing us to race on his track and to Chris Thomas especially for manning race control for a large part of the day together with everyone of you who chose to come and race with us today.

(And not forgetting Malcolm Scotto for sorting the trophies for me and Chris Aston for taking loads of photos during the day).

I thoroughly enjoyed it and I hope you all did too.

Hope to see you again at Great Barr then for more of the same in a couple of months, I will open up the entry list on Slotforum around four weeks before the event.

In the meantime if anyone out there fancies prepping a car to use in the remaining rounds or you just want to have a play around with some 1970s F1 cars then I have written an article on how to breathe new life into the Johnson motor and this will be published in next month’s Journal.

I will also be doing a write up on the modifications that we have made to some of the cars as well, but in real terms they are nothing too serious to be honest, it’s more about bringing the build spec up to that which we have come to expect like (say) on the now historic itself SCX Ferrari F1/87 with a solid front axle etc.

For a little bit of work and very little outlay I think you will be very pleasantly surprised as to how well you can make these cars run compared to box standard.

Finally, if you liked Dave’s curry then please buy some more, we need him to remain in business for next year !



email: ebaywatch@nsc.co.uk

Well I am back this month again as John's computer issues did not get resolved in time for the monthly deadline so I hope I have found some interesting bits this month to write about for you all be it continuing themes from last month. It is not so easy in the summer months if you are not watching eBay regularly and trading remains tough as can be seen from the fact that Modelzone was put into administration this very week of writing the column. Apparently it is often this time of year traditional high street outlets can run into difficulties as the next three months rents are due around this time and several merchants have hit the news, not just Modelzone. It is too early to report if there will be a reselling effect from any fire sales at Modelzone, but there could be signs by the time you get to read this article.

Prices are generally remaining weak and I am sure it has a lot to do with the recent postage hikes that I mentioned last month and I note that one of the cheap competitors to the Royal Mail has raised their prices recently as well. All I would say if you do use My Hermes make sure you bullet proof the package and that's my tip of the month.

In an attempt to get people to list items it seems every other weekend is a free listing weekend at the moment, so if you want to list something for a reasonable starting price with no listing fees then plan accordingly as usually they are only announced very late in the week for that weekend. On the statistic side of things there were some 19,000 listings on UK eBay at the end of the month with some 65,000 completed listings of which some 44,000 listings were actually sold, so roughly 2/3 of listings appear to be getting sold, which is a fall against the 3/4 of listings that were sold in the previous month.

On top of the postal issues and probably of interest to our biggest sellers who have a Top Rated Seller status and get discounted eBay fee rates for good selling performance, is the eBay announcement of 24th June. If I read it right it means sellers will have to offer a free postage option on their listings to keep their Top Rated Seller status. It does sound as though eBay is going more down the Amazon route with fixed prices and free delivery to me, unless the seller is brave and hopes that there is enough bidding on an auction listing to justify the free postage option. Obviously for those bargain hunters of us it will mean less opportunities from the big sellers as I am sure these sellers will increasingly go the fixed price route to make the transaction viable if they have to offer free postage to keep their fees down.

On a more positive note and just announced by eBay as I finish off the column is the news that you will be able to list up to 12 photos without extra charge from August 1st. However as with eBay there are conditions and your photos need to meet specific requirements or else the listing may get removed. Make sure you read the terms or else you may wonder why your listing gets removed and also note if you have not got a photo you will not be able to list at all!

Rarities

One particular set that I had not seen before and I could not find in Roger Gilham's Ultimate guide was a set "Scalextrics" R61. Yes it said the R61 reference on the box lid that featured two Minis (121129843924). It was described as a Scalextrics R61 missing the Minis but with a "John player special f1 car, BMW 3 series GT, Mercedes AMG GT" and went for £15. It was listed in the track category so perhaps it missed the dedicated set collector. I am aware that it ➡➡

arrived in a poor state due to inadequate packing partly and using a cheap courier. Pricewise as the other end of the scale but quoted in the Gilham book was a red with black roof Scalextric C32 Mercedes 250SL that made £789.56 on a Wednesday evening, even with a repro rear bumper (121128246799). For SCX fans you would have had to dig deep to buy a SCX Minardi based F1 model, as it made £82 on a Sunday night, but then it was a yellow Slot Mania version of the car produced in 1997 (121130141006).

Bargains?

Probably the bargain with the potential for the most upside if you wanted to sell on was a set that ended on Tuesday afternoon. With collection only and no picture and a seller feedback of one, would you have gambled £63 on a James Bond set that was described as containing a black Mercedes and an Aston Martin? It looked as though the seller was touting for offers, though the auction did run a full ten days it seems (231004631474). Another set bargain though perhaps not apparent at first was a Ninco Formula 1 set that was collection only. On checking all the pictures though and reading the description there were three sets with two cars, and fourteen or more packs of unopened straights. The £67.50 made was due only due to my snipe bid bumping up the final price (181164987493). At 50p less at £67 you could have got a Scalextric C3091A Goldfinger Bond car proving that you don't have to pay over a £100 for this seemingly sought after car and neither do you have to pay over the odds for a yellow Scalextric Range Presentation GT40, as on a Sunday night only £92.01 was the price achieved (130934875273).

Pink Kar

Continuing the theme from last month there appears to be a number of special cars appearing on eBay from Spanish shores with top price of £144 for a "French blue" Ferrari GTO in the Spanish shop Palau livery (390617890975). The seller did indicate that there was a brown version done as a prototype as well but I have not seen

that listed as yet. Price wise this was closely followed by a factory produced "Special Commission AEO 2001 Edition Volkswagen Beetle for Palmarola Slot" in yellow that made £140 from a UK seller (271213959955). Surprisingly I thought a "Hippy" Beetle went for a £94.95 BIN price. Bugatti wise a yellow example with black accessories made £96.50 on a Sunday evening (390605588054). This month has also seen a pair of Healeys make an appearance in blue and red. These have been produced by the Really Useful Spares Company (RUSC) and only twenty five of these "RUSC TUNED" rather than "Race Tuned" versions are available. Incidentally there were three made in yellow and three in white in the "RUSC TUNED" livery, and an example of each sold for £75 BIN. (251271918597 and 140962001683). Not Pink Kar but RUSC related I noted that there have been ten Scalextric "RUSC TUNED" Vanwalls produced as well and each are unique in that the individual race number through 1 to 10 has been tampon printed on the car. At £95 BIN (141001155838) these have not proved so popular so far so you may still have a chance of snapping one of these up.

NSCC Weekend Cars

Weekend cars seem to be cropping up this month with top prices achieved for the 2008 Aston Martin weekend car. One made £431 (271220323841) mid month and another £459 at the start of July (181162843365) Next price wise was the Mercedes 722GT at £314 (181155319131) and the unloved Chaparral from last month managed to find a new home this month for £275. Next down the price scale came the Audi R8 at £250 (290923638665) and another at £191 (181147620014).

Prices realised on UK eBay as listed unless otherwise stated.

MRRC MORRIS MINI brown 1989 Limited Edition NSCC 140ex. \$95 (Listed on UK eBay from Belgium seller on 130917066597).

Ninco E Type Jaguar UK Slot Festival, NSCC #32 of 100 MB £206.22 (nice model and price on Sunday night 300912607277).



NSCC NINCO AC COBRA NSCC AND COBRA CLUB LTD EDITION £146 (Wednesday morning 181163422198).

Scalextric Vintage Triang 1960's James Bond 007 Set Start Track & Rock V Rare £75 BIN (Original rock but repainted straight 161039735471).

PIONEER SLOT CAR J-CODE SPECIAL 1967 CHEVY CAMARO RS BLUE RACER TEST ASSEMBLY £165 (Wednesday night 400518094757).

SCALEXTRIC VINTAGE A238 TIMELEEPERS HUT -1960s TRI ANG TRACK OFFICIALS BUILDING £83.88 (Boxed and complete Sunday night 290934505052).

SCALEXTRIC Slot Car C3435 Caterham Range Presentation Car 2013 £132.50 (First signs of a slight fall in price I wonder? 390615523895).

SCALEXTRIC Slot Car C2968 2009 Range Car - Chaparral 2F RARE £53.23 (Saturday morning 140997669787).

SCALEXTRIC - MG MINI METRO 6R4 - CHROME PLATED - VGC £51 ("Professionally Chrome plated" Thursday night 130932665281).

Scalextric Collectable C2435 FORD TAURUS PLAIN WHITE MINT BOXED £12.55 (Was a bargain I have to admit to getting! 140979688925).

SCALEXTRIC C2741 A1 GP NEW ZEALAND THE RARE ONE!!!! MINT/BOXED £78.91 (Wednesday night 140998714132).

Vintage Scalextric C/65 Alfa Romeo 1933 £620 (New eBayer surprised at his interest from around the world for this boxed item! 251288786505).

bentley v3 scalextric racing set £283.50 (Lovely condition set 261229130841).

That's it folks from me but don't forget to send in any good items you spot to ebaywatch@nsc.co.uk to John who should be back in the driving seat next month. ■