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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## Swapmeet Season

So this last month saw the kids returning to school, darker evenings and of course the start of the new swapmeet calendar, firstly with the small and intimate event at Abingdon, and the next one, as you read this at Harlow, with of course the Orpington swapmeet following close behind next month and then the Swindon event in January.

Of course we also have the NSCC/ Ramsgate weekend looming fast, and I can advise you that the plans for this are progressing well, in fact I had sorted out all the attendees and the accommodation some weeks ago, and Shaun, Martin, Andy and Paul are progressing their respective parts well and we have Hornby promising further support!

We have now received the first draft of the proposed new NSCC Constitution, a copy of which has been reproduced in this month's Journal and for which we are seeking your comments, prior to it being finalised and subsequently adopted. This will then lead to us being able to hopefully move forward via some elections with a full Committee again and perhaps then concentrate on slot car related matters for the Club as a whole.

In fact at the moment I am so organised I have even started purchasing Christmas presents, in fact Ciaran is sorted completely, another Scalextric set has been purchased, the Demolition Derby one, to go with his James Bond one from last year (don't worry he can't read this yet, so the surprise is not spoiled!) along with a couple of other solo cars, Super Resistant of course!

As for the girls, well they are a little bit trickier, so I think I'll leave that to Denise to sort out, I'll just hand over the money when asked!

It is also this time of year that my own collection grows, spending is aided by the number of swapmeets attended of course, but also as a result of Scalextric's ongoing release schedule, and now that I have started collecting SRC and Pioneer's new releases, cars are arriving at regular intervals and making me have to explain to "the other half" what the mysterious brown parcel is that arrived today!

So enjoy the "season" and see you at a swapmeet soon!  
Until next month.

Jeremy



# MESSAGES FROM MARGATE



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

By Pete Simpson

An all new view on Margate this month with the photographs having taken on a more clinical appearance. When I arrive, Adrian normally escorts me to the demonstration room where I am free to capture the latest models either on the Scalextric demonstration track or on one of David Jessop's excellent "Slot Track Scenics" dioramas. But this month Simon Kohler was busy recording videos of the latest Hornby train management system, thereby effectively rendering the adjoining Scalextric tracks out-of-bounds. Fortunately, however, Hornby have recently invested in a photo studio in order to bring some of the publicity work back in-house. Although it isn't quite complete, a white backdrop and the first stage of the professional lighting were in place and, apparently, sitting idle. Whilst the demonstration room provides realistic backdrops and good perspectives for shots of the cars, the lighting isn't perfect and can cause deep shadows and sharp reflections fooling my

camera into underexposure, not to mention incorrect colour rendering.

I apologise if this month's images lack the atmospheric effects of being positioned on a race track rendering them very similar in format to the official images on the Scalextric website, but the opportunity to play around with professional lighting was just too much to resist: next month I'll probably return to photos of the cars in their natural surroundings.

Earlier I alluded to the photographic facility as sitting idle: this wasn't quite true as an Airfix RNLI lifeboat had been left on the backdrop. With the comment that a photographer was to be employed soon, Adrian carefully removed the vessel and went off in search of some track. No sooner had Adrian gone than the boat owner arrived: very courteously accepting my apologies even if, after only three days of employment, he'd already been evicted from his own studio!

## Themed Collection

Here's a new take on focusing the subject of a collection: how about emulating the stable of real cars owned by someone, possibly your favourite celebrity or museum? It would be even better if that collection is also limited to an emotive livery. Take a look at the Rofgo collection of Gulf racing cars at: <http://www.rofgocollection.com/>. It has been assembled by Adrian Hamilton, proprietor of the well known Duncan Hamilton car dealership, for one of his customers, Roald Goethe. It all started with a GT40 and, in less than two years, grew to a total of 22 Gulf





liveried race cars and has recently been augmented by the original 1971 Gulf-JWA Porsche 917 Mercedes-chassied transporter: not many of us could even afford to buy the full set of slot cars in that period!

### Toys 'R' Us Set

Before I launch into the very latest prototypes, there is another Toys 'R' Us set that should be mentioned: one which is suitable for both ends of the market: children and avid collectors. The set, Turbo Blast, has been allocated C1313, although this doesn't seem to appear on the packaging. It is currently being offered on the Toys 'R' Us website at £89.99, reduced from a previous figure of £129.99. Comprising two of last year's solo Super Resistant releases, an Audi R8 GT3 and a McLaren MP4-12C GT3 and 462cm of track, it includes a crossover but no lap counter. The two numbers allocated to the set cars are C3117W for the Audi and C3281W for the McLaren so should be identical to the solo releases. It comes as good value as a present but also has special interest to collectors as the Audi would appear to have a slight variation in



the logo on the rear wing. If any reader could send me some photos they can be assured they will receive a credit in the next article.

### Lotus F1



Although I've not yet seen this at the factory, it must be close to release as I've already seen the publicity photos of the actual model. C3364 represents the Lotus E21 car driven by Kimi Raikkonen during the 2013 season. It is the same moulding as last year's models of the 2012 and 2011 Lotus cars but with minor livery variations. Alas, this is one of only two current F1 cars in the 2013 catalogue, but at least the tin-top enthusiasts have been well catered for this year. As soon as I get to see it in the flesh I'll show some further photos of the details and hopefully compare it with last year's versions. Like the previous releases it is DPR.



### RS200

This completes the Stig Blomqvist 1980s Group B "Rally Legends" set, C3372A, and depicts the Ford RS200 as driven during the 1989 FIA World Rally Championship: with navigation notes provided by Bruno Bergund. Stig had been lured away from Audi at the end of the →





1985 season, leaving behind one of the other cars included in this set: the #1 Audi Sport Quattro which appeared in last the August instalment of “Messages”. Unfortunately, the results weren’t as good as the previous year as they finished in 11<sup>th</sup> place overall compared with second in 1985. However, the RS200 must have made a favourable impression as Stig purchased an example of the 24 Evolution models for his personal use. Boasting in excess of 600BHP Stig established a Guinness World Record time for 0 – 62mph of 3.07 seconds which remained



unbeaten for 12 years. This car changed hands in 2005 for a reputed \$130K, as it is considered to be the best non-competition example, making the Scalextric set an absolute bargain! Like the other two it is a High Detailed edition with front and rear lights and is DPR.

### **Camaro**

C3391 is this year’s High Detail option for the Chevrolet Camaro GT-R: the 2012 ADAC Masters Boss Yaco Racing entry of Charlie Geipel and Achim Winter. The livery is that of





the car as run at Nurburgring in July where the pairing finished 31<sup>st</sup> in the first race but failed to complete the second after being helped into the scenery. Like most of this year's HD releases it has lights front and rear and is DPR. I've tried one of these around the Croydon track and, with a little bit of tweaking, it could be reasonably fast but nowhere near the performance of the McLaren MP4/12C GT3 against which it would race in the real world.

### Ford Falcon



This year's version of the Ford Falcon XB GT, C3402, is the car that I initially illustrated back in April when I wrote the review of the Ford Falcon. It is a High Detail, DPR, release

representing the Falcon of Alan Moffat and Diester Glemster which ran during 1974, specifically in the Bathurst event of that year: the James Hardy 1000. Unfortunately this wasn't to be Moffat's year. Despite winning in a similar Falcon in '74, he failed to finish the race.

### Mercury Cougar XR-7



Well, the wait is over – the ride attitude wasn't changed between prototype and final model so the nose-high stance will remain. Of course, it it's a sales failure, it could be one to collect as an investment! The Cougar provided the Mercury marque with its first vehicle in the pony car class and slotted into the corporate range between the Ford Mustang and Thunderbird. Engines varied from the Ford mall block 289cu V8 which produced 200hp to the big block, 335hp 390cu: the race cars ran the smaller engine.

The first version of this new moulding, C3415, is the 1967 car of Dan Gurney as raced for the factory backed Bud Moore team that→







year, managing an impressive first season for the car in the Trans Am championship. The livery has been produced as the car is run today in the Historic Trans Am series, as number 98, by its present owner Ross Myers. This was at a time when drivers changed race number during a season so this model represents the car as driven by Gurney at the final round where he clinched second place in the championship.

As can be expected, it is DPR and HD although as this is also a race car it is devoid of lights.



### **Dodge Challenger T/A**

This is closely related to the three Challengers already available – the Fast and Furious,

available as both SR and HD depending on which set it originated from, and the SR Street Rod from the Law Enforcer set. Four versions of the same basic car in its first year of release is an encouraging sign that Chinese manufacturing may be coming good. This latest release, C3419, will be the #77 car of Sam Posey as run in the 1970 Trans Am series. It was powered by a 303 cubic inch, destroked version of the regular 340 ci motor which, despite producing a mere 460 horsepower, was sufficient to secure a fourth place in the year's standings.

At this point it is worth noting that Dodge cars of the period had two designations: "R/T" stood for road and track and "T/A" for Trans Am. This car was designated an "T/A" model. The race cars began life as stock models but underwent limited, sanctioned, modification to transform them to the T/A specification. As the factory racing programmes were undertaken as a key part of the sales promotion, the cars were marketed with the philosophy, "Race on





Sunday, Buy on Monday”. Because of this, the race cars were presented as a simple step away from the car available from the showroom hence the R/T logo rather than T/A. Teams weren’t averse to a flexible interpretation of the rules so one of the tricks was to acid dip the shells to reduce the weight. One story relating to this car was that the roof was so thin that it was dented when a race scrutineer leant on it. In order to be permitted to race, a replacement roof was grafted on having been liberated from a car sitting in a local dealership: the fact that the whole bodyshell was similarly thin seems to have been disregarded.

The Scalextric model has the correct T/A bonnet scoop and captures the correct shade of “Sublime” green with the livery being consistent with photos found on the web of the car as raced at Mid-Ohio: the orange front spoiler and lack of “Classic Wax Challenge” legend on the front wings discriminating it from the more common appearance. Being a race car this High Detailed release does not have lights but is DPR. At first

glance there is an apparent error in the model designation as it appears on the front wing. However, fear not, as the R/T logo is indeed correct and aligns with the corporate thinking as presented above.

As with the other Trans Am racers, we can doubtless expect a few more liveries on this moulding over the next couple of years, some of which, with minor changes to the bonnet, could even be identified as Plymouth Barracudas.

Having completed photographing the Scalextric models available, I returned the Airfix lifeboat its previous location as if I’d never been there.



Many thanks to Steve Williams for helping out with the fine details relating to the American Muscle cars that have been forthcoming from Scalextric this year and to Adrian Norman for his lateral thinking in finding an alternative photo-shoot location. ■





**Y**es, I'm back! Back after what seems like an age but is only just a couple of months while the Spanish factory enjoyed their summer siesta (and I was away at the end of August so missed the deadline for the September issue). Now, as the summer draws to a close, attention turns to keeping ourselves occupied indoors. Ninco are helping with this by releasing new liveries across all levels that will appeal to home racers, club enthusiasts and collectors.

### Re: Entry Level

The entry level "Ninco-1" range offers robust, impact resistant models featuring mechanical simplicity with an ideal platform to make the switch from analogue to N-Digital racing.

By reference number, the first of five Ninco-1 series cars is the Corvette GT "Mad Croc" (55090). It has an intricate crocodile skin-like livery based on the Mad Croc Racing livery from the 2010/2011 season. Although the team appeared to run out of energy, the main sponsor's decoration is still familiar within Motorsport appearing on other GT, NASCAR, rally and open wheel race cars as even on trucks!



The new style Chevrolet Camaro "Autohaus" (55092) is the next to car to feature. Red, black and sweeping white lines gives it a purposeful look. Sporting race number "88" the livery is that of the Autohaus Motorsports GrandAm Road Racing entry that competed during the 2012 season at great American circuits such as Daytona, Watkins Glen and Indianapolis.



Fast-forward to this year, the full-size Mercedes SLS "Black Falcon" (55093) competed in the 24-hour endurance race of Dubai. The Ninco model accurately reproduces the crisp white, yellow and black livery featuring the Dutch "Knap Transport Groep" logo – a great link to their debut driver Simon Knap who positively contributed to bring the number 2 car in at 7<sup>th</sup> place.

Shifting back to American muscle-cars, the





Mustang Boss of “Capaldi Racing” (55094) is currently the penultimate Ninco-1 offering. The shiny silver and orange decoration is certain to make this number 68 car stand out on the race track.



We round off the group with another extraordinary livery; that of “Rum Bum” (55095) Racing team’s Audi R8 contender for the 2013 24-hour race at Daytona. It is coupled with an extraordinary story as this first-time combination of team and car, brought about a nail-biting race where they ran almost always in the top ten. Radio problems caused a couple of errors mid-race when first they failed to pass the safety-car to maintain position and then on a separate incident passed the safety car when they shouldn’t have, resulting in a time penalty. A hard push from seasoned Audi racers such as Marcus Winkelhock and Frank Biela saw the car move up to second, and challenging for the lead in the closing laps. Unfortunately, the number 13 car ran out of fuel on the last lap only to be passed by a series of cars demoting it to seventh overall.

### Classic Sport

A decade before Biela dominated the BTCC



with his 4-wheel drive Audi A4, Ford had transformed their humble Sierra with the introduction of the Cosworth RS500. In the hands of Touring car drivers such as Andy Rouse and Tim Harvey, the “Cozzy” was sure to leave a lasting impression on anyone remotely interested in the sport. Ninco release their Sport version of Tim Harvey’s number 3 “Labatts” (50635) car from his successful 1990 season where he finished 3<sup>rd</sup> in class.

Turning to a Classic in the more traditional sense, the next Ninco-S car is their second version of the rare 1956 Corvette “SR-2” (50636) in blue with silver insets on each side trailing back from the front wheel arches. The real car was developed by Corvette specifically for racing and although the meaning of ‘SR’ is not officially known, it is widely believed to stand for ‘Special Racing’. Only three SR-2 cars were ever built, with the second one having its weight reduced to almost two-thirds of the average “stock” Corvette. The third one was made as a show piece and featured the more vintage style wire-wheels.



Rallying plays a big part in the Ninco range and we can expect another Lancia 037 in the “Totip” (50637) livery from the 1983 San Remo rally. Italian driver Massimo “Miki” Biasion and fellow countryman and co-pilot Tiziano



Siviero that competed this event, forged a highly successful rallying partnership for Lancia that ran until their move to Ford in 1992. They finished a respectable 4<sup>th</sup> place in the '83 San Remo Rally, beaten only by Markku Alen, Walter Rohrl and Attilio Bettega – *all driving Lancia Rallye 037s!*

We round off the releases with the fantastic Audi R18. A superb example of a GT-Endurance race car, the “Spa” (50642) is issued in “Lightning” trim which will include alloy wheels and Prorace upgrades. The livery is based on the 2012 entry to the 6-hours of Spa; the number 3 car won the race from a qualifying position of 4<sup>th</sup>. Interesting to note that the top four places – all Audi R18s – finished in exact reverse order of their qualifying positions!

### **Ninco World Cup 2013**

The Audi R18 is the car that has been chosen for this year’s NWC event which takes place on Saturday 23<sup>rd</sup> and Sunday 24<sup>th</sup> November at



Estoril in Portugal. Teams have already been selected from a number of countries around the world and will meet for what looks to be an incredible event. As with previous years, the 16-lane circuit will be exclusively designed and assembled for this event. I am pleased to announce a UK Team has been confirmed so the Union flag will once again be flying at this event!

### **EXCLUSIVE!**

This year Ninco celebrates its twentieth anniversary and as announced earlier in the year, a Limited Edition car is to be produced to commemorate this fantastic milestone. The car chosen is one which, in my opinion, is an ideal choice. When the model was first released by Ninco, it was an immediate hit with GT/Endurance racers as it demonstrated well-balanced and superb handling characteristics. Simultaneously, it found its way into the hearts of collectors as it is not only a beautiful design but it has also become a truly iconic car supercar. It is of course the McLaren F1 GTR. ■







A recent offering from Fly Slot is the Porsche 997 RSR sponsored by Flying Lizard, catalogue number FS704103. The model looks uncannily close to the real car (and we have pictures of both) as it raced at Laguna Seca taking victory in GT2 category in the 2010 6-hours, driven by Patrick Long and Jorg Bergemeister. The Flying Lizard Motorsports group is from Sonoma, California, formed by Seth Neiman in early 2003. The team has competed in the full American Le Mans Series season as well as the 24 Hours of Daytona since 2004. They have also been regular attendees at the Le Mans 24 hours since 2005 although the team have yet to get a class victory at the Sarthe.



The Lizards have been Porsche Motorsport North America's development partner since 2007 and they have helped develop the first and second generation 997 GT3 RSR as well as bring it to victory several times in the last six years. For more information on the team go to [www.lizardms.com](http://www.lizardms.com)



The crisp printing on the metallic silver and red paint finish is a work of art and the car carries the correct amber headlamp lens that the cars would have had to use when racing at Le Mans. The chassis is a simple in-line design and comes fitted with a standard Fly 18,000 rpm motor but I dare say it would be possible to tweak it to give more performance. The model is available now with an RRP of £39.95. There will also be a sound version of this car with working headlamps (704103C).

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We have more information on the next releases in the Slotwings Senna Collection. I can confirm that after the Williams FW08, it will be the Toleman TG183 that Senna raced at the 1984 Monaco GP. This will be followed by the Brabham BT52B that he tested at Paul Ricard the previous year. We hope to see the Toleman by the end of the year, with the Brabham following a couple of months later. This suggests that the Senna cars will be coming out approximately one every two to three months which is a reasonable gap for those wishing to collect the whole series. Numbers for the Senna cars are W59101 (Toleman) and W61101 (Brabham).



Further Fly Slot releases are detailed below:

038103 BMW M3 Marlboro race number 43 which finished third in the Jarama 4-Hours in 1987 as driven by Louis Perez Sala and Olivier Grouillard.



051104 BMW M1 race number 43 which finished 25<sup>th</sup> in the Daytona 24-Hours in 1984 as driven by Paul Davey (GB)/Diego Montoya (CO)/Brian Goellnicht (USA).

005106 Porsche 917K Gulf Race number 91 which finished thirteenth in the Watkins Glen Can-Am in 1971 as driven by Richard Attwood.



005107 Porsche 917K Gulf Race number 92 which finished ninth at Watkins Glen can-Am in 1971 as driven by the Dutch driver Jonkheer Gijsbert Van Lennep. Van Lennep





won the Le Mans 24-Hours in 1971 with Helmut Marko driving the number 22 Martini sponsored Porsche 917K. They set a distance record, covering 5,335 km which remained unbeaten until the 2010 24 Hours of Le Mans.

709103 Porsche 917LH Gulf which competed at Le Mans in 1971 race number 17 driven by Jo Siffert and Derek Bell. The car



did not finish the race. The model is from the Alpha Series. The 917Ks are full detail cars and are limited to just 750 of each of the Gulf cars entered into a Can-Am race in 1971. The third team car will be added at later date.

Thanks, as ever, to Terry Smith from Gaugemaster [www.gaugemaster.com](http://www.gaugemaster.com) for his help in compiling this column. ■

Hi everyone, I hope you are all well and now that the rugby season is under way for my son, slot spare time is at a premium as “dad the taxi” is driving round Shropshire and beyond every Sunday and training nights in between. The joy of offspring eh!



So what's new in Slot.it land this month then? Well hot off the press today from Adrian is news of the latest McLaren F1 GTR release being the SICA10G Team Hitotsuyama Racing entered McLaren F1 GTR Long Tail #76 car that finished 3rd at Motegi in 2002 with drivers Naoki Hattori (close but no relation!) and Eiichi Tajima at the helm. From the pictures I have looked at this is certainly a bright and colourful car so sun glasses may be required? But any McLaren F1 car certainly gets my vote. It should be in the shops early October or by the time you read this. On the near horizon are SICA11F Alfa Romeo 33/3 #5, the Targa Florio Winner from 1971 with the Sicilian driver Nino Vaccarella and Dutchman Tonie Hezemans at the wheel. The other model on the way is part of the Le Mans Winners collection, SICW16 the Ford GT40 #9 car that won at Le Mans in 1968 piloted by Lucien Bianchi and Pedro Rodriguez in Gulf colours. The Alfa Romeo 33/3 are tidy little cars but I suspect that the



GT40 in Gulf colours will probably be the one that sells better as all things Gulf seem to be high on many collectors and racers lists and typically sell out quickly. No exact release date available so pre-order yours now from the Slot.it vendor of your choice to avoid disappointment.



On to my review this month which is CA22c that is the third or fourth Lola LMP variant produced depending on your point of view really. CA22a/b/c direct from the Slot.it stable and SC22a being the Slot.it supplied NSCC Limited Edition model produced for members only numbering 312 models in total, have you got yours? CA22a and SC22a are both Lola B09/60's Drayson Racing cars which are ➡➡



primarily a lovely shade of dark green with light green decals and a nicely detailed broken up effect union jack flag down the top engine cover. CA22b, to me, is probably one of the most eye catching and superbly executed models that I have seen in a long time with principally white, gold and red colours all fused together into quite a dazzling colour scheme that would have been very easy to spot day or night at Le Mans in 2010!



The featured CA22c model is housed in the standard Slot.it Perspex box complete with an Allen key taped underneath. This is the Lola B11/80 of the Level 5 Motorsports' car that ran at Le Mans in June 2011. The Level 5 entry qualified in 28th place and finished 10th overall (3rd in LMP2) after completing 319 laps and was piloted by Christophe Bouchut (France), Scott Tucker (USA/Team owner) and Joao Barbosa (Portugal). Additional info on the Level 5 Motorsport team, the drivers and Le Mans 2011 can be found on the web.

To me, the model itself looks spot on in a



simple overall black colour with the crisp lettering of all the sponsors and race numbers being especially nice and with the added detail of the drivers helmet colours (in this case it is Christophe Bouchut) being easily visible through the side window. It is an excellent reproduction of this particular driver's helmet design but the helmet in CA22b is even more detailed. After spending some time scouring the internet for pictures of the car in the race I concluded that it all appears to be correct and all the sponsors logos, placement and so forth are where they should be. The silver cockpit roof could do with another coat of paint or better finish to my eye and if I was to be hyper critical then the orange boxes next to the "Microsoft Office 2010" text should have more of a colour shift from orange to yellow - as per the photos I looked at - but that is really being picky as far as I am concerned. Looking closely at all the logos and text it is all very well executed on my model even down to the drivers names and country flags either side of the cockpit. As with the other models if you look inside the cockpit area further you can make out more driver overall details inside that add to the overall effect of the finished product which some other vendors do not do.

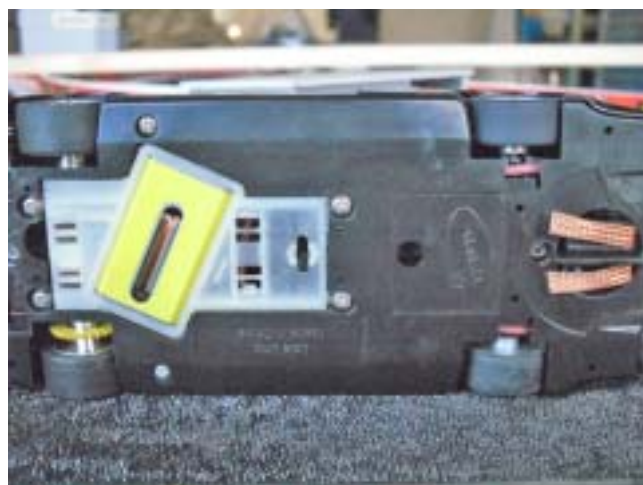
Comparing all the bodywork grills, air scopes etc. between all the models reveals the only difference that I can find is that the first three have the rear deck bonnet cover latches picked out but CA22c does not. Looking at the overall bodywork the obvious difference between this model and the other three variants is that there is a central fin that extends from the back of the cockpit area that stops just short of the rear wing. In real life this has been added as part of the aero package of the cars that was a feature on F1 cars a few years ago and as a by-product also included more space for sponsorship logos! On the older models in place of the fin is a dual feed air intake box that feeds down into the engine bay area. It should be noted that the two Drayson Racing cars came with replacement guides and a little note in the box to advise you to change the guide blade before use. Other differences? Well there are three aerals instead of two on all the others but



a quick check of the aerials also reveals that the earlier models are all flexible but two of the three on this one are rigid. Why? I have no idea but I expect the aerial count will reduce somewhat if a flip is incurred on the race track! One minor problem with my particular specimen is that the rear spoiler looks like it has been secured at an angle but upon closer investigation the actual wing is bent/warped on one side. By holding this down with my finger then it is straight and level so a possible solution for this would be to put a loop of tape around the wing to hold it in place and leave it for some time (days/weeks/months?) until it stays in its new position or just accept it! I guess a third option would be to return it for a replacement but this is a bit extreme for me being as the car is not broken but for some people this may be the only option if they are serious collectors and require as much perfection as possible in the original finished article.

On the Slot.it website it mentions that this is a “detailed model with proper body shape” but apart from the differences that I have already mentioned then everything else appears the same with wing mirrors (painted silver to look like rear mirrors), cut outs, etc. all the same to my eye. Another item on the website mentions an “improved chassis pick-up zone (larger cable clearance)” has been incorporated to aid movement of the wires as with the accurate scale modelling of this car there is not much room in

there! The last detail mentioned is that the model is Angle Winder (AW) only – offset 1.0mm - which, I must admit had not crossed my mind before, as I am not into “serious” tuning of cars anymore but just by looking at the profile without dismembering the body from the chassis I suppose it becomes obvious really – duh! Or does it? As the Slot.it sourced compatibility chart informs us that sidewinder placement is out but all other motor options (in-line reverse, in-line and in-line boxer) are possible across all four cars? I guess maybe some work around removing the interior cockpit detail may be required to accommodate in-line options but I did not try this out as I will not be modifying mine. Maybe somebody out there has and would like to drop me a line and tell me of any problems with an in-line conversion? Interestingly, the original Drayson cars do ➡➡







support the sidewinder option so that would tie in with the information above about a more detailed body shape, but again, if there is a difference then it is not visible to my old eyes!

Other key parameters, flat-6 20.5k motor only (= height restriction again compared to a standard motor), length 148mm, width 63mm, height 32mm, weight 76grams, 11/28 pinion/gear ratio, 17.3x8 front, 17.3x10 rear rims/tyres and a Neodimium magnet situated in the standard rear location with an option to remove or place in the alternate magnet position in front of the motor. For those who wish to tune their cars then Slot.it can accommodate with a whole plethora of gear ratios, motor mounts and motors (with some limitations!) bushes, pinions and so on as it is quite a long list. The body itself is held in place by four screws, one behind the guide blade, one either side of the motor and the last one is incorporated in the diffuser detail at the rear. The AW motor mount is also securely held in place by four screws. Having checked all the other models dimensions, with the information supplied on Slot.it's website, they all come with the same standard parts as listed above.

Do I need to discuss on track performance? As I mentioned in my last article, "blistering out of the box" for this one as well and you really do need a long straight to appreciate how quick these cars really are in a straight line. My home track does not have that ultimate straight but I do have some fast open corners and a couple of tight ones as well as several changes in elevation which give the chassis a decent work-out and confirm that it would be more at home in the

wide open spaces of a much larger club track. However, this still makes it an excellent home racer, or "shelf queen", and you can tune the car to suit your own particular layout to your heart's content with Slot.it's vast range of options.

In conclusion, this is another well executed Slot.it model that continues to deliver great detail and ouch/hot performance at a reasonable price for both collectors and racers when you take into account the discounts that many slot shop outlets provide. So, if you are in the market for a nice Lola then this could be the one for you?

Once again many thanks to Adrian at AB Gee Limited for supplying me with the current information and pictures on Slot.it products and soon to be released items as well as his continued support for the NSCC.

Finally, at the moment I am *still* painting the figures for my circuit (when time permits!) as well as applying waterslide decals, which I think are very expensive for what you get = not many per sheet! And if they are in stock at any of your preferred purveyors of all things slot related? To that end I am looking at doing my own as I found out (via an internet search of course!) that you can get waterslide decal sheet paper for inkjet and laser printers so if anybody has any advice, experience, hints, tips etc. on doing your own waterslide decals then I, for one, would welcome a quick (detailed) email or article in the Journal ASAP! Hopefully I will have purchased a Limited Edition CW13 Porsche 911 GT1 EVO 98 by next month for review so see you all in the next issue of Forza Slot.it. ■

# Chopper's Woodyard

By Ian Howard



As you read this article I'll have already competed in the Pre 1980 Saloon car race at Wolverhampton International on Sunday 6<sup>th</sup> October with my MK1 Ford Escort (based on the car Jackie Stewart raced in the 1970 Silverstone Tourist Trophy race). Unfortunately at the time of going to press I won't be able to let you know how things went so I'll have to "stick a pin" in that story until next month. Hopefully I'll be able to report a decent result because I've been really looking forward to the event for some time now.

Some good news. You may remember the little "Wendy Wools Championship" Mini Super Saloon that I've built for the Oaklands Park "GTi Club" class that I mentioned last month. Well, I'm overjoyed to report that I've had a good bit of success with the car which runs on a superb Penelope Pitlane "Clubmans" chassis. I've had a 3<sup>rd</sup> and 2<sup>nd</sup> overall at the last two "GTi Club" meetings at Oaklands and I'm particularly pleased that my second place was a mere 0.56 of a lap behind the world class BRSCA Champion racer, Sandy Parker.

As a future development on the car I'm going to ditch the plastic Scaley rims and go for alloy wheels with some better tyres, perhaps

then I can properly challenge for the win next time out. I've learned so much at Oaklands Park Model Car Club and the racing there is clean, fair and of an extremely high standard. I'm a very lucky chap to be a member there now.

In the "Woodyard" I've been going like the clappers, trying to finish building the three cars that I'm going to race in the "Half Tonner" Grand Prix (again at Wolves) in November.

I've been building three of Jackie Stewart's best cars for this meeting including:

- BRM P261, Monza 1965 (Stewart's first GP win).
- Matra MS10, Nurburgring 1968 (Arguably one of Stewart's greatest victories).
- Matra MS80, Watkins Glen 1969 (The car Stewart won the first of his three championships in).

I've completed the MS80 build using a beautifully engineered Penelope Pitlane chassis and the Betta and Classic Matra MS84 shell as a basis for the MS80.

Unfortunately I initially "chopped" a bit too much of the original windscreen cowling away from the fibreglass body so I had to rebuild it with Milliput. I just mould it like clay using water and the tips of my fingers, like Demi⇒⇒







Moore making a clay pot in Ghost! I then rolled up a piece of Wet and Dry into a tube shape using plenty of water to shape and finish the radius.

To get the paint livery I cut a piece of masking tape into a semi circle using a set of compass/dividers. I replaced the pencil lead with a scalpel blade and scribed two arcs to make a thin band of masking tape in a semi circle.

I then applied the thin piece of tape to the model around the cockpit and “masked up to it” with thin pieces of tape alongside the cockpit. Of course the order in which you paint and mask is important so this is how I did it.

1. I primed the shell all over using white primer.
2. Allow the primer to dry thoroughly overnight.
3. I masked the nose off.
4. I masked the cockpit off (as described above).
5. I then sprayed 1 thin coat of white primer all over the car to seal in the masking tape and to prevent the blue topcoat “bleeding” into the



masking taped off areas.

6. Allow to dry overnight.

7. Added the final topcoat of French Blue.

8. Allow to dry overnight.

9. Remove the masking tape **VERY CAREFULLY AND SLOWLY.**

10. Et Voila!

The next and most essential elements are concentration and patience, patience and more patience. Do not rush the paint job. Take as much time over it as you do to build and develop the chassis.



I’m really pleased with the car and the good news is I’ve given it a wee test run at Wolves and it goes very well with predictable handling and a decent turn of speed (and that test was with a NC5 20k rpm motor). I’ve fitted a 25k NSR motor since so that should give me all the “grunt” I need.

Running alongside the MS80 project I’ve started to build the MS10. During 1967 Stewart was resolved to leave the ailing BRM team. He found that their current Grand Prix car – the BRM H16 – was too heavy, too cumbersome and too slow. He entered into secret contract



negotiations to drive for Ferrari in 1968, but in typical “Machiavellian” fashion the Ferrari management team went behind Stewart’s back and signed Jacky Ickx instead.

Stewart was driving for Ken Tyrrell’s successful Formula 2 Matra team at the time and he was discussing his Ferrari woes when Tyrrell said “*Why don’t you drive for me?*”, Stewart replied “*But you don’t have a Formula 1 Team Ken*” . . . “*What if I did have?*” Tyrrell replied. From small acorns do mighty Oaks grow and Tyrrell ordered six Cosworth DFV engines to mate (initially) with Matra Formula 2 chassis for give birth to his fledgling F1 team.

The French aerospace origins of the MS10 Grand Prix car made for a beautifully engineered monocoque and suspension with modifications being made exclusively for Ken Tyrrell’s Matra Elf International team.

The simplicity of the Cosworth DFV in terms of its running and maintenance meant that Tyrrell’s team were far more effective than the simultaneously run Equipe Matra Elf using



the all-French equivalent MS11 sporting the Matra V12 engine for Jean-Pierre Beltoise to drive. Stewart won in Holland, Germany and at Watkins Glen, narrowly missing out on the Drivers’ Title to Graham Hill in a Lotus 49B.

The “MS10 Nurburgring” car is special for me because Stewart has said that this was probably one of the best of his 27 Grand Prix victories. Held at the legendary and deadly 14 mile, tree lined German circuit in extremely wet and foggy conditions, following the recent deaths of Luigi Scarfiotti, Mike Spence, Jo Schlesser and the great Jim Clark in the previous months a lesser driver might have lost his nerve.

Stewart, racing with a broken wrist, won the race by a margin of four minutes in what is widely considered to be one of the greatest victories in the history of Formula One.

It’s going to be a tricky build because of the delicate rear wing structure. I’m going to race this car extremely hard at the “Half Tonner” meeting and it needs to be robust enough to take a hit if needs be.



From this months article you’ll be able to tell that I’m a big fan of Sir Jackie Stewart and I’m often asked . . . “*What is this fascination with Jackie Stewart and Tyrrell cars all about?*”

Well I’m happy to admit that it’s a fascination which sometimes borders on obsession. I think it stems that as a little boy in the early 1970s both Jackie Stewart and my father wore the same haircut and sideburns and for a while I thought my Dad ***WAS*** Jackie Stewart. But there is more to it than that. ➡➡







Initially I was very much put off by the title of Sir Jackie Stewart's autobiography "Winning Is Not Enough" for some time. To me it seemed a bit "big headed" and rather up its own posterior . . . however, that was only until I actually picked the book up and read it properly. The title "Winning Is Not Enough" refers to the manner in which you conduct yourself and go about the business of racing. It's not just enough to be triumphant, but it's important to behave properly and win with courage and integrity with an appreciation of the other things life has to offer.

It's just about my favourite book of all time and it sparked an interest not only in Stewart but in the Tyrrell Grand Prix Team. I love the fact that this small effective little team took on the might of Ferrari, Lotus, McLaren, Brabham and many more from a small wood yard in Ockham. They won by combining solid British engineering with a super Scottish racing genius during a deadly dangerous era of Grand Prix



Racing. Since then I've rebuilt and updated the Scalextric Tyrrells with greater detail and I can say it's been a labour of love to some extent.

I was lucky enough to spend an evening in the company of Sir Jackie in November 2012, when I attended a fund-raising dinner for the Retired Grand Prix Mechanics Trust, organised by Motorsport Magazine. It was a superb evening and I was able to chat to Sir Jackie on two occasions where he signed some books and a special photograph of him that I had prepared as a Christmas present for my Father (who was very ill at the time).



When you talk to Sir Jackie you really get the feeling that he's listening to what you are saying and he takes a real interest in what you've got to offer. We discussed the account in his book of his 4<sup>th</sup> place at Monza in 1973. It's a stunning narrative of how he went from last place (after suffering a puncture on lap 4 of the race) to 4<sup>th</sup> overall at the chequered flag, securing the 1973 Grand Prix drivers title in the process. Having competed in 1:1 Motorsport myself I told him that it was the best account I've ever read of what goes through your mind when you are racing in a car at high speed. There was a twinkle in his eye and he told me that it was a very special race for him and it was clear that he remembered it fondly.

We had a superb four course meal and afterwards Sir Jackie got up on stage and



chatted, unscripted for just over an hour, speaking about racing past, present and future with passion authority and real interest. I hope I'm as energetic and vibrant when I'm the same age and Sir Jackie is 74 years old now! It was an evening I shall never forget and I will always treasure the fact that my Dear Father loved the picture Sir Jackie signed for him. My Father passed away shortly after on twelfth night 2013. Added to that losing my Mother on Christmas

Eve 2011 has made this a terrible time for me personally, but I can say that this daft hobby of ours has helped me deal with the grief and loss of losing such wonderful parents from my life.

As a hard working motor mechanic my father introduced me to a lifelong love of cars and together my parents bought me my first Scalextric set for Christmas 1979. My father and I spent many happy hours "rug racing" but he always beat me hands down! Building the "Half Tonner" cars has been the "good therapy" and has given me some time to contemplate a future without him.

My lovely wife, daughter and the members of Oaklands Park and Great Barr slot racing clubs have also been very kind to me during this time and their friendship has been an incredible support to me and I will always be very grateful to them for that.

That's it until next month Dear Reader. Not your average NSCC article, I'll grant you, but there it is. Keep it smooth (you speedfreak) and stay on the blackstuff. ■



# 100 YEAR BITS & PIECES 100 YEAR

**By Graham Pritchard**

Whilst I was surfing the ‘net the other day I came across this little gem almost by accident and it was quite appropriate because I had recently viewed the masterpiece that an enthusiast had created on Slotforum by gluing planks of balsa wood together and then hand carving out the shape of a TR3 – boy was it good – I even had the mad idea to try that one myself one day – but all I’d probably end up making was a large mess and a small box that looked nothing like a car, but hey presto, £15 + postage later and I’d got a quite reasonable TR2 in resin!

He also makes a Porsche 550 and an MGA I didn’t go for those as well at present, but if they’re as good as this one then you should be OK I reckon.

With the usual bit of cleaning up with sandpaper and a suitably sized round object for the wheel arches then it should be a nice and easy one to build.

I trawled the ‘net and discovered that the main colours out there in the real world for a TR2 are either red, green or creamy white or old English white as the classic car bods call it, whatever, I can’t decide on my colour yet but it will probably be one of those.



“TRIUMPH TR2 RESIN 1/32 SCALE SLOT CAR BODY SHELL LE MANS MILLE MIGLIA” is the name that you need to search on, on eBay – the seller is called “strippedpine” – well worth a look I reckon! (Sorry to steal your glory Nigel, our new NSCC eBay Watcher , but how do I know I hear you ask? Easy he’s from our club)!

I recently spoke to Tony at Pendle Slot about the forthcoming Volvo Estate resin kit that has been mentioned in the past few months but unfortunately the project has been delayed a bit so it looks like you will have to ask Santa to keep one for you or even wait until the new year for it but never mind, there are plenty of other resin kits out there to spend your money on at the moment, as I found out above, but I actually have Volvo Estate already, but it’s the more modern one – I found them on eBay a year or two ago and have finally got around to stripping all of the bits off it so that I can start to paint it. They came from a range that must have been approved and originated by Ford as they did the Focus CC (Convertible), Galaxy and the Transit Van amongst others but now they are nowhere to be seen, which proves that if you see it then don’t hang around, “Buy It Now” very quickly!



And talking of spending money, fellow NSCC member Paul Pearson and I travelled down to the recent Abingdon swapmeet and were very pleasantly surprised by the range of goods on offer from our usual traders and keen enthusiasts like Bill Charters, Phil Smith, Roger Barker, Steve Cannon and Robert Learmouth to name but some of those present. Some people might have felt that it was a bit of a “small” swapmeet when compared to the likes of Swindon and Milton Keynes – well, yes it was “small” in a way but that’s only because we have been spoilt by the likes of Swindon and Milton Keynes having become so large in recent years! What many people will not probably realise is that in the 1980s this was the size of most of the swapmeets, we really enjoyed Abingdon as it gave us a chance to buy some good cars and bits and pieces and as Peter Simpson said to me later by email “it was actually possible to chat to everyone in the room”, which I think I probably came close to doing and some familiar faces that made the journey included Mr. Editor himself and Mr. Simpson with Karen, whilst Jason and

Kieran Davis who are two of our newest club members also came down and went away with five cars out of the six that they were looking for to use in our club classes - so that can’t be bad either can it?

I’ve got to say a big “thank you” to Roger Barker and Steve Cannon for organising it, as without “organisers” there would not be any events would there?

I believe that they were getting on for around 100 attendees overall so that can’t be that bad at the end of the day given that it was also the Wales and West Wolverhampton Round, the Jim Sharp Memorial race and the Goodwood Revival meeting on the same day.



The new Dudley Scalextric Club track is coming on very nicely now – I went along one Monday night recently to help Graham and Chris Thomas and Chris Aston put the barriers on and now that Mr. Dave is back off holiday they have been painted a very nice shade of grey.

With a few more bits of work to be done to the structure then all that will then be required to be done is install the lap counting system and it will be fully usable.

Dave and I will be formulating the racing classes and racing calendar in the very near future for the “Scalextric” side of the club and⇒⇒







once everything has been agreed and documented then we will go public and invite you all to come racing with us. I can't wait, we've done quite a few test laps now and it really is a very drivable and addictive track, to see racers smiling from ear to ear must mean that they're having fun so why not come along and join us if you are local?



Now, this bit might be useful to those of you who have NSR and other cars with metal hubs that use grub screws.

I have been resorting to using tiny Allen Keys for a while now – which do the job fine – but I've also seen other people using "better" tools when I'm out and about and after a quick search on Slotforum then it turns out that 0.9mm is the size for many parts used by us but the NSR cars like my FIAT 500 Abarth use a 1.3mm one, but whilst searching I also discovered a very useful upgrade from the tiny Allen Key in that of an "Allen Key screwdriver".

They are made by a company called WERA and they seem quite robust and easy to use so far.



I got mine off eBay, as you might have expected but I'm sure your local specialist tool stockist would be able to get them as well.

I know the "serious" guys out there will already know about this but as more and more companies start to upgrade/ introduce upgraded components then even us "easier going" guys will need to buy some specialist tools as well from time to time, so I hope at least some of you will find this information useful.

Now, just a thought before I wind this up for this month, given that the Journal has gained some new contributors this year, who have all give up their time to bring the articles to you, but do any of you fancy giving us all a bit of feedback as to what you like and don't like about the Journal? Please also feel free to say what you would like to see more of (or less of) and I'm sure we can try to address those areas in the future if there is enough of a consensus as to what you wish to change? Please send your suggestions or ideas to Jeremy via email ([editor@nsc.co.uk](mailto:editor@nsc.co.uk)) or if you're not on the computer then you could always drop him a line in the post, as well as possible critique of the Journal content it is always nice to get some praise and appreciation, especially for the regular contributors, so if you are happy with the content etc. please do also let us know this. The reason being, at the end of the day if you don't like what you read each month in the Journal then you may not consider renewing your membership of the NSCC at the end of the year, something which I personally feel would be regrettable, to say the least.

So that's all from me for another month, hopefully more bits and pieces in November. ■

# Confessions of an eBay addict

By Nigel Pedley

I have to put my hand up and admit I'm an eBay addict. This is all the fault of the NSCC, as I hadn't even heard of eBay until that fateful day in 2001 when I was surfing the internet for Scalextric and discovered eBay mentioned on the Club's website. I suddenly found that all those iconic vintage Scalextric racing cars that I had only ever seen in pictures before in old Scalextric catalogues were now mine for the bidding.

My existing collection of cars I had raced in the 1980s at the Pheonix Thrust Scalextric Club at Shard End in Birmingham soon grew to over 200, and included Green, Black and Blue 4½ Litre Bentleys, Blue and Red Alfa Romeos, Power and Glory Vanwall and BRM, Green, Red, Blue, Black and White Aston Martin DBR1s, Pink Kar Bugattis and so on. This started to get a bit expensive, so to solve the problem I started selling stuff on eBay too – not only Scalextric, but bicycles, model trains, car parts, ornaments, pictures, even an old bathroom suite!

I became so successful selling on eBay that at one stage I momentarily even reached "Power Seller" status for a week or so. Unfortunately this attracted the attention of the eBay system and they decided to reclassify me against my will as a "Business Seller". This meant I could no longer take advantage of free listing weekends, and had to offer a returns policy whether I wanted to or not. It also meant my private home address was visible on my listings pages.

Luckily I had more than one bank account at the time, so was able to set up a new private seller account to get around these problems. My friends started asking me how to sell stuff on eBay, so I volunteered to sell their items for half the selling price using my accounts, out of which I would pay all the eBay and paypal fees. This

left me with about 25% of the selling price for my efforts. It also solved the problem of myself running out of items to sell, which was beginning to happen by then. Friends I helped included my main Scalextric Racing competitor, who had only just managed to beat me to the top of the Club Championship in 1988 because he was the only racer with an SCX Formula One car, which had a larger motor than my Wolf. In recent years I sold some of his collection of cars for him on eBay, making about £3,000 in sales. When we raced at Shard End the other club members used to shout "It's the Wolf, It's the Wolf !", as we duelled nose to nose around the temporary track we had to set up and dismantle every Saturday for our race meetings.

## Scalextric Wolf versus SCX Ferrari

I now have over 3,200 positive feedbacks on eBay, and while I don't currently sell as much as I used to, try as I might I can't stop buying and am starting to worry it may be a serious addiction. Recently I have bought:- Repro MRRC Clubman Special Tyres, a Vintage SCX Mercedes 250, a Red C24 Team Car, a Nissan GT Drift car, a red Porsche 935 with lights, a Vintage SCX Corvette Dragster, an Elf Tyrell







F1, a Fly Lister Storm (As currently raced in a class of their own at East Durham Slot Car Club), an Airfix Beach Buggy kit to motorise, a JPS Lotus '77, a C14 Matra (my first Powersledge), a Carrera James Bond Aston Martin Vanquish complete with machine guns, an SCX Audi Quattro, three Toys "R" Us Aston Martin DBR1s, an SCX Volvo and a few Scalextric Minis, all to name just a few of my purchases.

My latest problem with eBay is I have discovered car bargains may be had by buying complete sets which include interesting cars instead of buying cars separately. The problem is one of storage space – in order to get the cars just this month I've bought a vintage GP8 set, a 400 set (which included 12 cars!), a Velodrome Set (I like cycling too and they're so cheap on eBay at the moment) and a Caterham Cup Set. I've also bought a Motor Racing Print, signed by Stirling Moss!

As you can see, I do have a problem, so if there are any Ebayer's Anonymous groups out there, please let me know, in the meantime I hope you agree that my current "condition" makes me a suitable candidate to take over the eBay Watch column from this month, with of course some assistant from Steve Langford initially until I learn the ropes, so if you see anything of interest please do let me know! ■

# First draft of the new NSCC Constitution

By Jeremy Naylor

So finally, after several months of hardwork we have the first draft of the new NSCC Constitution as prepared by two members with some experience of these matters, being Dave Haystead and Geoff Hood.

The document is not fully yet finalised as the roles of Chairman, Club Secretary and also Web Master need some further elaboration, but we felt these can be amended into a final version for subsequent approval by the membership later without causing further delay to the process as a whole.

We as the Committee have reviewed this document reproduced below and have only one comment to make, being on Membership 3(v) where we, the current Committee do not wish or believe any Committee member should receive free membership of the Club whilst in office.

We now ask for comments from the membership as a whole to this document, and in particular if there is anything further to include or whether you object to it as it stands. If you wish to suggest something or object to the Constitution as a whole please send me an email ([editor@nscc.co.uk](mailto:editor@nscc.co.uk)) or write to me (address on page 1) explaining your reasoning, I will then forward any comments, suggestions or objections to Dave and Geoff for their further consideration and advice, and if deemed appropriate any changes will be made. Please note your response is required no later than 25th October 2013, so that we may get the Constitution finalised and hopefully adopted prior to the end of the year, with a final version being published in the December Journal if possible. We can then hopefully run elections based on the new Constitution early in the new year for the vacant positions on the Committee.

I would like to stress that this Constitution has taken some time and effort to produce in order to bring clarity to the Club procedures, so

please consider carefully any response to us on it, there may be one or two points you disagree with but the general membership may not, technically we could have some 500 plus different suggestions or comments on the whole thing, but unless there is a general consensus nothing will get agreed or finalised.

## CONSTITUTION OF THE NSCC

### 1) NAME:

i) The Club shall be known as the NSCC.

### 2) AIMS and OBJECTIVES

i) To act as a focus for enthusiasts of Scalextric type slot cars in order to increase members knowledge of Collecting, Restoring and Racing both at home and in Clubs.

ii) To foster good relations with Suppliers and Manufacturers.

iii) To organise gatherings and functions for members to meet.

iv) To publish a monthly Journal to all members.

### 3) MEMBERSHIP

i) Membership shall be open to everybody who pays the required annual subscription and who agrees to abide by the Constitution.

ii) Period of membership shall be from January 1<sup>st</sup> to December 31<sup>st</sup>.

iii) Any new member not wishing to be bound by the Constitution to be entitled to a complete refund within 31 days of joining.

iv) The rates charged shall be set by the Committee and reviewed annually.

v) Elected members are not required to pay the annual membership charges whilst serving.

vi) The Committee may waive the annual charge for any member who has made a sufficient contribution to the Club. Decisions to be reviewed annually.

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## **4) COMMITTEE ROLES**

- i) The six elected Committee members are Chairman, Secretary, Treasurer, Membership Secretary, Editor and Promotions Officer.
- ii) The Committee are the face of the NSCC and as such are expected to represent them at all times.
- iii) Their duties and responsibilities are summarised as follows but these are subject to variation at any time as agreed by the Committee.

### **4.1. CHAIRMAN**

- i) Overall responsibility for Committee meetings.

### **4.2. SECRETARY**

- i) Responsible for organising committee meetings on at least four occasions per year.
- ii) Issuing of an agenda in advance of such meetings.
- iii) Taking of minutes at any meetings where decisions are taken.
- iv) Overall responsibility for elections.
- v) Ensure Constitution is up to date.

### **4.3. TREASURER**

- i) Ensure cash and cheques are banked in a timely manner.
- ii) Record other payments such as credit card, Paypal and bank transfers.
- iii) Make payments as required. All cheques require two signatories.
- iv) Prepare and produce a balance sheet/ accounts at end of every financial year, currently 31<sup>st</sup> October.

### **4.4. MEMBERSHIP SECRETARY**

- i) Update membership database as required.
- ii) Ensure database is kept secure and not provide details to another member without their prior permission.
- iii) Coordinate annual membership renewals.
- iv) Arrange printing and laminating of membership cards.
- v) Print membership labels monthly and affix to envelopes.
- vi) Deliver envelopes to printer.

- vii) Provide replacement, missing Journals as required.
- viii) Source material such as labels and envelopes at best price.
- ix) Update the NSCC Facebook pages.
- x) Send out blanket emails publicising events.
- xi) Co-ordinate payments by Trade Advertisers.
- xii) This post is entitled to an Honorarium of currently £360.

### **4.5. EDITOR**

- i) Preparing the Journal on a monthly basis, need to allow at least two days monthly.
- ii) Liaise with printers.
- iii) Reformat Journals at end of year for inclusion on website.
- iv) Organise Journal competitions including sourcing and issuing prizes.
- v) Liaise with manufactures advertisers and members on a regular basis.
- vi) Overall responsibility for Annual Hornby Weekend including accommodation and materials.
- vii) This post is entitled to an Honorarium of currently £360.

### **4.6. PROMOTIONS OFFICER**

- i) Responsible for promoting the NSCC as widely as possible.
- ii) Currently involves organising the Milton Keynes swapmeet.

## **2) COMMITTEE PROCEDURES**

- i) All elected Committee members are expected to attend at least three of the four annual meetings and assist at any NSCC events when ever possible
- ii) Additional persons can be invited to attend any meeting but do not have a vote.
- iii) A sub-committee may be appointed at any time and are advised of their terms of reference, compositions and powers.
- iv) Expenses can be claimed for any cost incurred on behalf of the Club to carry out Club business. This can include items such as postage, computer consumables, fuel for attending meetings or collections of related items. Claims for hotel accommodation are not

normally paid unless the Committee have agreed in advance. Claims need to be submitted to the Treasurer within six months of being incurred and a summary of amounts claimed included in the annual accounts. Claims need to be authorised by two members prior to payment.

v) Honorariums are reviewed annually and can be increased by a maximum of 10% per annum.

vi) Once elected the period of office for Committee members runs for two years and is currently 1<sup>st</sup> October 2012 to 30<sup>th</sup> September 2014. Therefore the next period is 1st October 2014 to 30<sup>th</sup> September 2016 and every two years subsequently.

vii) Any vacancies during this period for any reason are decided by the rest of the Committee who can leave the position vacant, make a temporary non voting appointment, or hold an interim election to be in office until the end of the normal two year period.

viii) Elections will only be held towards the end of the two year period if an existing member is not prepared to continue or a member decides to stand in opposition.

ix) The Committee shall meet as often as necessary and not fewer than four times per year. The use of electronic devices or conference telephone calls is permitted and encouraged to ensure that all members can be involved in discussions.

x) Decisions should be by a simple majority with Chairman (or acting) having the casting vote. No decisions can be made by less than four members.

xi) Any other persons may be invited to a meeting but voting is limited to the six elected members.

xii) A written record shall be kept of all business conducted for at least six years.

xiii) The decisions and actions shall be reported in the Club Journal but minutes will be deemed as privileged and available on a need to know basis.

xiv) There will be an annual report in the January Journal which will include reports from all six Committee members who are currently in office.

xv) The treasurer will provide a summary of the accounts showing financial transactions and a statement of assets currently held by the Club. Any events such as the Annual Hornby Weekend should be itemised separately and the overall profit/loss detailed in the Club accounts. There should be a separate summary of expenses paid.

xvi) The Membership Secretary shall publish members numbers at the start and end of the membership year.

xvii) Membership subscriptions are determined by the Committee on an annual basis and any subscriptions or other monies raised shall only be used in furtherance of the Clubs objectives.

### **3) ELECTIONS**

i) Elections for the six Committee members are to be held every two years.

ii) Nominations are to be requested in the July newsletter with a deadline date of 26<sup>th</sup> July for inclusion in August newsletter.

iii) Applications should be supported by an address of less than 500 words and supported by a photograph.

iv) Elections details are published in the August newsletter with a closing date for votes of 26<sup>th</sup> August with the result submitted to the newsletter by 30<sup>th</sup> August for the September issue, to commence duties from October 1<sup>st</sup>. The Committee will decide on who should supervise the vote once the number of positions being voted on is known. There should be at least two Committee members and ideally not involved personally.

v) A separate ballot sheet is not required.

vi) Votes can be either by email or post indicating who the vote is cast for but MUST be accompanied by the membership number, name is not required. Postal votes can either be by copying the page in the newsletter or a separate piece of paper. Votes by email will be acknowledged by email, postal votes will be acknowledged only if a stamped address envelope is included.

vii) At the counting of votes a list is prepared of membership numbers only and this is checked against the existing membership list to avoid⇒





any duplication and that only current members votes are counted. A separate list is prepared detailing the numbers of votes cast for each candidate. In the unlikely event of two or more candidates receiving the same number of votes a further election would be held involving the tied persons only.

viii) The result is announced stating the total membership numbers who were eligible to vote, votes cast and numbers received by candidates, votes excluded for failing procedures and an indication of how votes were cast, whether by e-mail or post. If requested the membership numbers only of members voting can be published in the newsletter so individuals can check their votes were actually received and counted and ensure that a members details had not been used without their knowledge. All ballot details would be destroyed or deleted 6 months after the result was announced to allow for any challenges.

#### **4) COMPLAINTS/DISCIPLINARY PROCEDURE**

- i) It shall be a condition of membership that members conduct themselves in reasonable manner at all times.
- ii) The main offence for any member is conduct which brings the Club into disrepute.
- iii) This includes, but is not limited to, fraud, misrepresentation, assault, slander, libel.
- iv) Any complaint by a member about another member (including those on the Committee) must be submitted in writing to at least two of the six elected members who should acknowledge receipt within 31 days and include an outline of what action will be taken. The other party must be offered the opportunity to respond during this period.
- v) Any of the six members not involved, but a minimum of three, must decide what action they feel is appropriate based on the seriousness of the offence.
- vi) These can range from a temporary suspension to a permanent expulsion from the club.
- vii) Any Committee member found guilty of a serious offence may be sentenced to a

permanent exclusion from the Committee. There will be no appeal against this decision and any materials or documents relating to their position must be returned immediately.

viii) Should they wish to remain as Club members they are entitled to the full privileges such as attending events and purchasing cars, without delay.

#### **5) AMENDMENTS**

- i) Any amendments for changes to the Constitution can be submitted to the Committee at any time who will discuss at their next meeting and publish their suggestions in the Journal.
- ii) Members are requested to submit objections to any suggestions they do not agree with. Any suggestion receiving objections from less than 5% of the current members will be formally accepted.
- iii) Any suggestions receiving objections from more than 5% of members will be revised in accordance with members opinions before being re-submitted.

#### **6) DISSOLUTION**

- i) In the event of the Committee resolving to dissolve the Club any assets remaining after the settling of debts and liabilities shall be applied towards any charitable bodies involved with children at the sole discretion of the Committee. ■



As I'm always watching Scalextric cars on eBay, and quite often adding them to my collection when I'm not outbid, I thought I may as well volunteer to write this column, note the new page graphic! this is my first article with Steve Langford in an advisory role but I intend to stay for a while!

I was hesitant in doing so, as I imagined many other NSCC members would have already volunteered before me, but no, I was the only one. You therefore have me by default and I will do my best to provide an overview while concentrating on different items each month.

Before I do so, I was wondering if any other internet auction sites will ever challenge the near monopoly that eBay seem to have? There is Vectis auctions of course, but when one of my friend's Scalextric collection was sent to auction recently at Fellows, an auctioneer's based in the Jewellery Quarter of Birmingham, I encountered [www.the-saleroom.com](http://www.the-saleroom.com), which is an internet site that enables you to view various live auctions as they happen, and place bids at the appropriate time. They currently list 38 Scalextric lots, ranging from a tinplate Maserati (estimate only £10-£20) to a C34 Jaguar E-Type and C36 Honda F1 (estimate 250-300 Euros for the pair).

A far cry from the 14,200 current Scalextric lots on eBay perhaps, but still interesting nonetheless, especially as auction houses tend to put several Scalextric cars together and sell them in one lot to make it worthwhile doing so. Care is needed when bidding however, as a Buyer's premium is also added to your final bill, and you may also need to arrange your own courier to collect your purchases. Payment for won lots is also deducted automatically from your credit card after each auction ends, so you don't have the option of nonpayment if you change your mind.

Big ticket items on eBay this month have included a Sixties James Bond set which was priced at £1,740 Buy it Now, but then removed from sale after two opportunistic offers of £100 were rejected and one offer of £1,500 declined (300950579439). Even rarer, perhaps, was a transparent Camel Lotus F1, which sold for £535 and was being sold by an ex-Hornby employee based in Margate (261277639564). As they say on the Antiques Road Show, an item with provenance and apparently one of just four produced, complete with printed livery on the clear body. Before you ask, I have checked this seller's other items and he has no other Scalextric items for sale on eBay.

It always amazes me how long lived vintage Scalextric motors are, which, like me, can still be going strong some fifty years after they were made! I have recently become interested in the Powersledge range of Formula One cars, and have started collecting them, so have been watching these on eBay: Those based on real cars appear to be more sought after and achieve higher prices on eBay than the fictional Panther and Europa. I won the auction for this C14 Matra upon which I was the only bidder at £30 (300954482274):

⇒







More bidders appeared for a mixed lot of seven Powersledge cars plus four body shells, including two Lotus Indianapolis cars, as well as Panthers and Europas, for which I placed the highest out of twenty three bids at £88.00 (261278949949):

There were fourteen bids ending in £194 for a job lot selection of eighteen cars including Powersledge Ferrari and Europa, and vintage Sharknose Ferrari, Aston Martin and D-Type Jaguar through to modern cars including a Police Range Rover (171124023426).

A nice blue French Powersledge C9 Ferrari sold for £83.75, the result of fifteen bids (151119719138). A red French C9 Ferrari on auction sold for £47.00 (151119729486). At time of writing, another red C9 Ferrari is available for £79.99 on Buy It Now (310737877151). A C8 Lotus Indianapolis was on Buy It Now at £75.00 but didn't sell and has been relisted again at the same price (310752837212). A red Panther failed to sell in Australia for £46.90 (AU \$79.95, 251335604915).

With all the publicity surrounding the superb new long awaited motor racing film Rush, that even includes a Scalextric scene(!), and just been released in UK cinemas, I thought there would be high demand for the slot car versions of James Hunt's McLaren and Niki Lauda's Ferrari, but the demand still seems slow judging from the number still unsold on eBay.

Thanks to Graham Mattingley for spotting the Carrera Denny Hulme McLaren M20 that







sold for £36.09 (111165137116). Somewhat similar to my Revell Denny Hulme McLaren M6A: The number 5 version is available on eBay for £26.99 (330733578043) and a few of the number 4 Bruce McLaren version are available from £24.99 (390621447523).

There are some interesting 1/32 scale Airfix kits currently listed on eBay, which could make interesting slot cars. These include the Beach Buggy kit, which I was lucky to buy from a German eBay seller for £36.93 (EUR 43.74) (231037301101): Two similar kits, together with



a Triumph TR4 kit, were sold recently by another German seller for £78.43 (EUR 92.89) for the three (171120006970).

Easier to obtain is the Airfix E-Type Jaguar Kit. Here's one I made earlier.

Please feel free to email me any information on great slot car deals you see on eBay, or of course the purchases you have made, especially if you have grabbed a bargain to ebaywatch@nsccl.co.uk, and you may see your name in this column next month! ■

