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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Your Help Is Again Requested

No doubt as many of you are aware the next Slot Car Festival is approaching fast, occurring as it will on the weekend of the 17th and 18th May 2014.

Again we, the NSCC have been asked to attend and contribute to this great event, with a similar format to last year being “NSCC Live”, where some of your chosen Committee get to interview the movers and shakers of the slot car world in a series of live interviews in front of an audience! Those that attended last year may recall this was a successful event and it is believed, as a result of that, we are being relocated within the event to an even more prominent location, which whilst not only ensuring “NSCC Live” is a success can only mean better exposure for the Club as a whole.

In addition to the interviews, I am also led to believe we are providing one or two tracks etc. for the general public to have a go on and also as a means to promote the Club further, consequently as per previous years we are looking for a small and dedicated team of members to assist the Committee over the two days. So we are asking for any members who can spare a couple of hours to get in touch (email me please or see me at the Orpington swapmeet) and volunteer to help your Club, there may be a little something in it on the day and you can also get to purchase an event T-shirt from us, a very limited memento of the event!

Finally, as previous years we have booked a nice little hotel near the event so those that wish to assist or who are just attending can join us for the Saturday evening (Friday and Sunday night are also available). The hotel cost is £60 per person per night including breakfast, which I know is not perhaps the cheapest around Gaydon, but is certainly available and only about 15 minutes away, as many are I am led to believe now fully booked! Again if you want more details please contact me direct via email and I will get in touch.

And really finally, I have finished my hand built Chevette and am now commencing one of Gareth Jex’s recently released and dare I say excellent quality resin cast Toyota Celica GTs!

Until next month.

Jeremy



MESSAGES FROM MARGATE



email: factory@nscc.co.uk

By Pete Simpson

After four months of uncertain weather conditions for my trip to Margate, I was pleasantly surprised that March appeared to be slightly less wet and windy so I could look forward to a pleasant drive to the seaside. By the time you read this it could be snowing but at least as I write it seems as though spring has arrived.

Whenever I enter the demonstration room at Margate, I immediately scan the shelves for any unexpected new models: this time I was quite enthusiastic about seeing a few cars that I'd not seen before but had already been reported by fellow Journalist, Nigel Pedley, who spotted them on display at the London Toy Fair. Unfortunately the Camper model wasn't

available to photograph at Margate but those that were included both the Lotus 72 and its companion solo release, the Tyrrell.

Bentley

Of immediate interest was the white prototype of the Bentley Continental GT3. This really is a beauty and nowhere near as large as I'd imagined so it could be a potent race car both on track and in 1/32nd. This example will become the High Detailed variant as it has a full interior, even if the windows of this example are slightly frosted. It is configured as an angle winder chassis so should be a realistic match for many of the other GT2 and GT3 racers available in either analogue or digital. The →





images of the white car clearly illustrate the shape and stance of the model without the distractions of race decoration, although for the initial HD release it will be a restrained striped livery: the second SR scheme has yet to be revealed and will probably be determined by race liveries that appear later in the year.



The real car had its shakedown at several venues during 2013 and managed to impress the team. Hardly surprising when the specification of the 1,300kg beast is considered: a 4 litre, twin-turbo V8, relocated further back in the body, producing up to 600 bhp powering the rear 13" wide, 18" diameter wheels through a six-speed sequential Xtrac gearbox. The first championship race to be contested will be the Blancpain series opener at Monza on 13th April with the second round coming to the UK at Silverstone on May 25th. The drivers will be Guy Smith, Steven Kane and Andy Meyrick, all accomplished



drivers that will be familiar to GT fans. I'll bring lots more photos once a decorated version is available and again when the SR version is revealed. We like this one!

Beetle



This year sees the release of new two VW Beetle models. One will be a road car, packaged as part of the Sand and Surf collectors' set, C3371A, along with the Camper, and the other will be this rally version, C3484. Before anyone comments on the rather odd looking race number, with the characters being different sizes, I can confirm that, having found an image on the web, this is a close representation of the real car. The colour is another one which seemed to defy correct rendering: it should be a darkish red rather than the mid red that my camera is intent on portraying. As with previous versions, expect the delicate items (door mirrors and roof mounted spot light) to be packed separately under the box. The real car, registered in September 1960 as WVJ 606 in 1,200cc guise, competed in the 1961 running of the RAC Rally of Britain in which Bill Bengry and navigator David Skeffington finished 8th overall





and second in class and then went on to win both that and the following year's championships, thereby making Bill the first driver to win two consecutive RAC titles.

He returned with the same car in 1982, albeit fitted with a 1,500cc motor, to celebrate the Lombard RAC Golden 50th Rally running. The car was obviously appreciated by enthusiasts as, having been fully restored to original specification, it was sold at auction in 2010 for £10,925.

Maserati



For fans of Italian exotica the third version of the Maserati Trofeo, C3507, should be with us before too long, having been signed off without any corrections being required. This represents the car driven by Giuseppe Fascicolo in the 2013 Trofeo World series. The livery of this version seems to suit the shape of the car better than either of last year's releases. Although the various Trofeo cars look good and make up a stunning looking grid, maybe a road car version



would be nice for next year. How about a road version for 2015: maybe not an exact model but one in gunmetal metallic would be rather nice.

Lotus 72C



Although the "72" moniker would indicate that Lotus introduced their new car for the 1972 season, it first saw competition in the latter half of 1970. This solo release, C3542A, is the car in which Jochen Rindt scored the first of four straight wins in 1970 to ensure his standing as





future years. It should be remembered that as Scalextric slot cars are sold as toys, rather than models for the more mature, they are obliged to observe their legal obligations and comply with the restrictions on promoting certain products. For this reason the livery hints at its origin whilst not naming the brand thereby enabling anyone with suitable motivation and modelling skills to recreate the car as it was raced, prior to today's more conservative approach. Racing these against the contemporary Tyrrells can only be enjoyed in analogue format, as neither are DPR, so they can be raced exactly as the youngsters of the time would have done.

Tyrrell 002

World Champion, even though he died in a qualifying crash at Monza before the season ended. This model therefore represents a very early incarnation of a car that was to remain fundamentally unchanged for six seasons. During this period, downforce and crash resistance were constantly improved culminating in the 72F of 1975. Throughout its life in F1 it ran with the Cosworth DFV 3 litre V8, quad cam engine that formed the backbone of the majority of entries during the period. With this year's releases, Scalextric have represented the car at the start of its development and mid-life in 1973, leaving plenty of variations to come in



This Tyrrell of 1971 would be very nearly the perfect challenger to the Lotus, had it not been competing a year earlier, the year in which the team took the Constructors Title with Jackie Stewart taking the Drivers' Title. This was the second chassis built by Tyrrell, designed by





Derek Gardner, and was used exclusively by François Cevert whereas Stewart's regular ride was chassis 003. Again this car was powered by the Ford DFV. Although earlier cars run by Ken Tyrrell used the Matra V12 engine these were precluded from being used due to the agreement between key sponsor Elf and Renault which prohibited the support of Simca, then merged with Matra, power units.

Packaging for these two cars sees a return to the "Classic"-style cardboard boxes of past years, albeit with a slightly thinner cardboard insert. Both will be limited production runs with 3,500 of the Lotus and only 3,000 of the Tyrrell.



RCS ONE Set

Last month I showed the first images of the "ONE" version of the Race Control System, RCS, but at that juncture I did not know that a set will be introduced which will include this system. Entitled appropriately "GT ONE", it will include the interface unit shown in March, 497cm of track and a pair of Start GT racers. Originally it was planned, as the mocked-up box illustrates, that the cars would be a McLaren 12C GT3 and Corvette C6R GT2. These two



appeared to be C3382 from 2013 and C3185 from 2012 respectively, albeit the Corvette was to get the race number of the HD version, C3189. I don't have a reference number or price for the set yet but I had expected it to be in the order of £120 for the initial version: with the Start cars it may be slightly cheaper.

Having spotted this set and the RCS PRO set, C1328, Digital Carbon, already being in the catalogue, it rather looks as though we should anticipate a third set comprising the analogue RCS AIR module to complete the options. More details when I find out.

Micro

As promised last month, here's the four solo Micro releases that were announced at the end of 2013 and have now been included in the 2014 catalogue. They are already available from the Scalextric website although I've not yet found them online. The two Stock Cars, G2157 and G2158, are the two I briefly mentioned in December as being similar in shape to NASCAR saloons. Obviously, by producing a generic oval racing car, the licensing associated issues can be avoided whilst still providing a car that can be recognised as an American stock car. Whilst





these are the only two liveries that have been formally announced, I have already seen a couple of others that may well appear in sets.



Accompanying the Stock cars will be two GT racers, based on the shape of the Start GT Lightning cars, G2159 and G2160. Again, I have seen rather more colour schemes than are available in the catalogue, presumably from sets. As Micro cars are restricted in size to a common chassis, this leads to scale and profile compromises which work for some cars considerably better than for others. These two shapes, being generic, have been sculpted to suit the chassis dimensions so look reasonably good.



Just as I was packing away to leave, I spotted a couple of new bodies on the display shelves:



the Audi R8 GT3 and Bugatti Veyron. The only examples I'd previously seen were rapid prototypes that had been hand coloured with marker pens. As with the four cars above, the body proportions seem to compliment the dimensions of the Micro chassis resulting in a pair of good looking slot cars. Fortunately, as there are always plenty of Micro cars around, I was able to drop the bodies onto a couple of spare chassis. Don't tell Adrian!



The Veyron will be available as a pairing in the "Hyper-Cars" set, G1108, whilst a pair of Audis will appear in the slightly larger "Turbo GT" set, G1118.

That's about it for another month – let's hope that the elusive Camper prototype can be found before I return next month. ■



This month we have details of two new releases from Fly which are now available from your friendly local slot car dealer, either real or virtual:

March 761 F1 - German GP 1977 - Ian Scheckter

The March 761 from Flyslot is having a final appearance before the company hits us with a whole barrage of new classic F1 models over the next 18 months. I believe that, including the three Spanish only Limited Editions, this model takes the total tally of 761s released to eighteen and not only is it a collectable slot car but a

pretty neat one to drive on the track too!

Fly, like many manufacturers, are cutting back on production runs this year so please order early to avoid missing out. The original car was driven by South African Ian Scheckter, (elder brother of Jody) and is the car he drove in the 1977 German Grand Prix. Unfortunately the March suffered clutch problems and retired from the race. The race was won by Niki Lauda and Jody finished second. Ian participated in twenty Formula One World Championship Grands Prix, debuting in March 1974. He scored no championship points. The model is priced at £52.95 or less. ➡➡





Mercedes Atego – 1996 ETRC - Heinz Dehnhardt

This is the latest in the line of Racing Trucks from Flyslot. The model, reference number FS202102 is priced at £64.95 or less. It has a



magnet and a sprung guide. It replicates the popular Mercedes Atego as driven in 1996 by Heinz Dehnhardt, one of the pioneers of truck racing in Germany. The truck celebrates 100 years of Mercedes Benz producing commercial vehicles and is finished in black with race number 65 and numerous Mercedes Benz logos.

It is possible that the first of the Senna cars will be with us before the next issue of the magazine. More details as and when available.

Thanks once again to Terry Smith from Gaugemaster www.gaugemaster.com for his help in compiling this column. ■





Comunicazione



By Nic Ayre

The iconic livery we have all been waiting for is here and in the shops now - the Gulf liveried Aston Martin Vantage NSR1173AW. The model is based on the Belgian team GPR Racing Aston Martin, which is prepared by Prodrive for the Blancpain GT Series and is similar to the cars used at the Spa 24hrs and the Nurburgring 3hrs races in 2012, although the actual race car ran with #89 on the door and not #29 as on the model.



This has to be on the shopping list for most of the serious NSR racers, after all NSR cars are designed for racing and not to be kept on a shelf.

The model comes with a 21.4K rpm Angle Winder motor and produces 350g/cm of torque, with super grip air system rear tyres and zero grip fronts, I'm sure that this model will



perform to the high standards we expect from this manufacturer being very rapid straight out of the box with very little fettling required.



Also available now is the very pretty gold coloured Alan Mann P68 NSR117SW which will be limited to 500 units worldwide. It's always a dilemma with Limited Edition models, whether to race or not and I expect most of these to stay in the display cabinets. ➡➡



However for those prepared to risk the track, the model is fitted with a Side Winder 20K Shark motor, 164g/cm of torque and comes with super grip rears and zero grip front tyres.



And finally a tribute to Salvatore Noviello with a NSR Racing commemorative Mosler MT900R and finished in the very bright graduated yellow to red colour scheme with NSR livery of Salvatore's own race car.

As Savatore was a great racer this model has



been designed with racing in mind and is available in many options, so that you can acquire one to suit whatever type of track you race on.

As NSR1170 in AW SW and IL chassis formats in EVO3 form, it comes with a 25K Shark motor and 176g/cm of torque, ideal for the larger faster tracks or as NSR1171 AW or IL in EVO4 trim, which as the 21.4K motor and 350g/cm of torque for those of you with twisty more technical tracks. Whichever you choose, I'm sure Salvatore will be looking down watching you to race it with gusto! Happy racing. ■





By Graham Pritchard

I was most pleasantly surprised by Jeremy's emails to me last week, one of which related to my bit in last month's Journal on the touring cars on Top Gear..... it turned out fellow NSCC member David Stephens from East Devon was also there when I was, and better than that he actually built the camera car! Let me hand you over to David to explain further:

Hi Graham,

Have just got around to reading your "Bits and Pieces" article in the latest issue of the NSCC Journal about the time "Top Gear" took part in the BTCC 1/32 scale race at the Quorn club.

I put a copy of the segment from "Top Gear" on to "You Tube" a couple of years ago. You can find it here:- <http://www.youtube.com/watch?v=NsX-XGt2v48>.

Unfortunately as I only had a copy of a copy of a VHS Tape it is not the best of quality, but still it brings back memories of the day when a bunch of us from the East Devon Slot Racing Club made the trip up to Quorn.

I remember that the BBC ended up using a twin motored "Monster Truck" that I had built to tow around their Scalextric track on to which they had mounted their camera to get the "in-car" shots.

I have only just got around to building a slot track for that Monster Truck and others that I have built to perform on. They can be seen in action here:- http://www.youtube.com/watch?v=8_7-2Z7y6II
David Stevens

So there you go, Tony Mason and slot cars on the www for all to see, nice one David and thank you for taking the trouble to contact us!

2014 Heart of England racing at the Slot Car Festival

The Slotforum thread is now up and running for this event which will take place on the Sunday

from 11.00am onwards. It is aimed at attracting newcomers to the series so if you fancy having a go then please add your name to the thread or contact me directly.

From what I can gather there has been on run on certain key items that you need to build a car at Pendle Slot Racing so at least it is generating some sales of slot racing bits, last year we got the blame for there being no '70s F1 cars at the swapmeets but never mind, it's all part of the fun!

I noticed fellow NSCC contributor Mark Hatton mentioned in his column last month that he still has his original JPS Lotus 72 well if you fancy giving it another run Mark why not join our event? I also noticed that you said it could do with some new tyres, well Stephen from Slot Car Wales or Sean and Co. at Pendle Slot Racing will be more than happy to supply you with some new ones for just a few quid, now that gives me a bit of a good idea, what about having a few of the NSCC committee/ contributors racing in it too then? What do you think guys?

It has also been sponsored by Policar, who are planning to launch several iconic 1970's F1 cars this year so how good is that!

Ocar Vauxhall Chevette

Yes I've finally got around to mentioning a kit build at last, but the reason is mainly because Jeremy mentioned them first in his Editorial last month. From what I can gather I'd say it is an OCAR resin body shell that Jeremy is working on and if that name sounds familiar to you it's because they have sponsored my friend Phil Insull's "Annual Saloon Car" race at Wolverhampton in October for the last few years.



The owner, John is also known as World Classics and you can find his stuff on eBay most weeks and you can usually either buy them as the body only or the full kit plus there is a great range of cars to choose from. I have bought several of them over the years and you guessed it, most are still WIP!



When Jeremy asked me to start to write for the Journal last year I fully intended to feature a few kit builds, but I just never got around to it, so for this month here is a bit of a feast but I'll try to be brief, note the main aim of this is NOT to show off how good I am as I most certainly am not but the intention is to show you that anyone can produce a perfectly acceptable end product with just a little bit of patience and effort because what you actually start with is very good to begin with I can fully assure you that I've lost count of the number of times that I "\$%%&* *£ \$%" (and that's computer "machine code" for "ruin it" by the way) either at the start or in the middle or at the end honest! (The trick is to learn how to disguise/ hide all of these mistakes, why do you think that so many of my cars have a "dirty/ weathering" livery? Easy it hides the mistakes - trust me!).

So, here is my take on the OCAR Vauxhall Chevette as rallied for real by Tony Pond for example in the late 1970s and early 1980s.

The chassis is an SCX SEAT IBIZA from the '90s and a Ninco springy guide, the wheelbase is just right as it is and the hubs are GOM Dark Chrome Minilites that they did a long time ago.

I mounted it via the sills as that's a hell of a



lot easier when you have a hatchback car with no boot to Araldite a post to just use the right angle plastic card that you can get to start you off and then pack it out with thin spacer strips until it looks right.



It is sprayed silver and then you apply the decals and then around three coats of Johnson's Klear to hold it all together. I always find silver is very easy to spray for some reason I've even used it as a sort of primer to be honest at times the best bit of that is if you then rub off the top coat with a bit of toothpaste you end up with a car in MINT condition! OK, only joking the real point of that statement is that you then get a highlighted grill or chrome strip like on an →





MGB very easily as it was there all the time I once sprayed an old C75 Mercedes 190SL with a very old tin of red paint and as I did it the car went red with bits in, it turned out the lumps were actually rust particles from within the tin, but after a bit of TLC with “T Cut” and toothpaste I got quite a nice finish on it see, all was not lost in the end, honest!



It also got Sierra wheels and tyres and an early Mabuchi motor and a modified guide and I still have it today, voila!



George Turner MK1 Jaguar

Now, you might have spotted this amongst my earlier pictures of my WIP, well last weekend I finally got around to finishing it as I had the week off work and wanted to make some progress on my scratch builds etc.

The paint is Plastikote 21109 Lawn Green (wasn't he in Battlestar Gallactica?) and I got mine from Wilkinsons in Dudley.

I decided to do mine a bit differently though to George's intended colour scheme as I like to be different sometimes and I thought it looked better without the bumpers, and I didn't fit the badge bar either (Sorry George)!

The racing number roundels came from Screen Print Digital off eBay, I'm sure my friend Mr. Pedley will give you a run down on what is out there on eBay in this area at some point but they are peel and stick vinyl and saves faffing about with waterslide transfers as I didn't want to Johnson's Klear this one in order to protect the transfers and I want to use this one on the track also so it could get a bit scuffed with the





way I drive (The wheels and tyres are off a Ninco Jaguar XK120 by the way so at least they are “genuine parts” for this car)!

I think it captures the spirit of the era rather well and with a bit of Games Workshop Black Ink Wash then it “tones it down a touch” as well, just dab a bit on and then wipe it around a bit with a cloth before it dries and it then highlights the doorshut lines etc. automatically. I also used it on the grill to bring out the detail, go on try it it’s easier than you’d think!

Penelope Pitlane 1958 Ferrari 246 Dino

These are the cars that fellow Bearwood racer James Noake and I built for the recent “Early Birds” event at Wolverhampton Slot Car Club. If all goes to plan then there will be a full write up of the full build in Slot Car Mag, but for now I’ll just show you the finished article, again mine has a somewhat “weathered” appearance, can you guess why?

James’s car has been lacquered (Halfords Rattle Can) whereas mine has not hence the difference in sheen. One great feature of these cars is the aero screen, Steve Ward (Mr. PP)



includes a photo-etched frame and a vac-form wrap around one in the kit, but the aero screen is easier to fit and has turned out to be remarkably robust given that both of ours were still intact after all of the racing.



I used a bit of clear packaging to make mine from whereas James used the supplied one hence mine is a bit thicker all we did then was to put a bit of Superglue (use the gel version so it stays put) around the frame with a pin (from a blob of it on some scrap cardboard etc.) rather than the nozzle so that you don’t go too mad then attach the screen and leave to dry.

George Turner Group 44 Jaguar XJS (WIP)

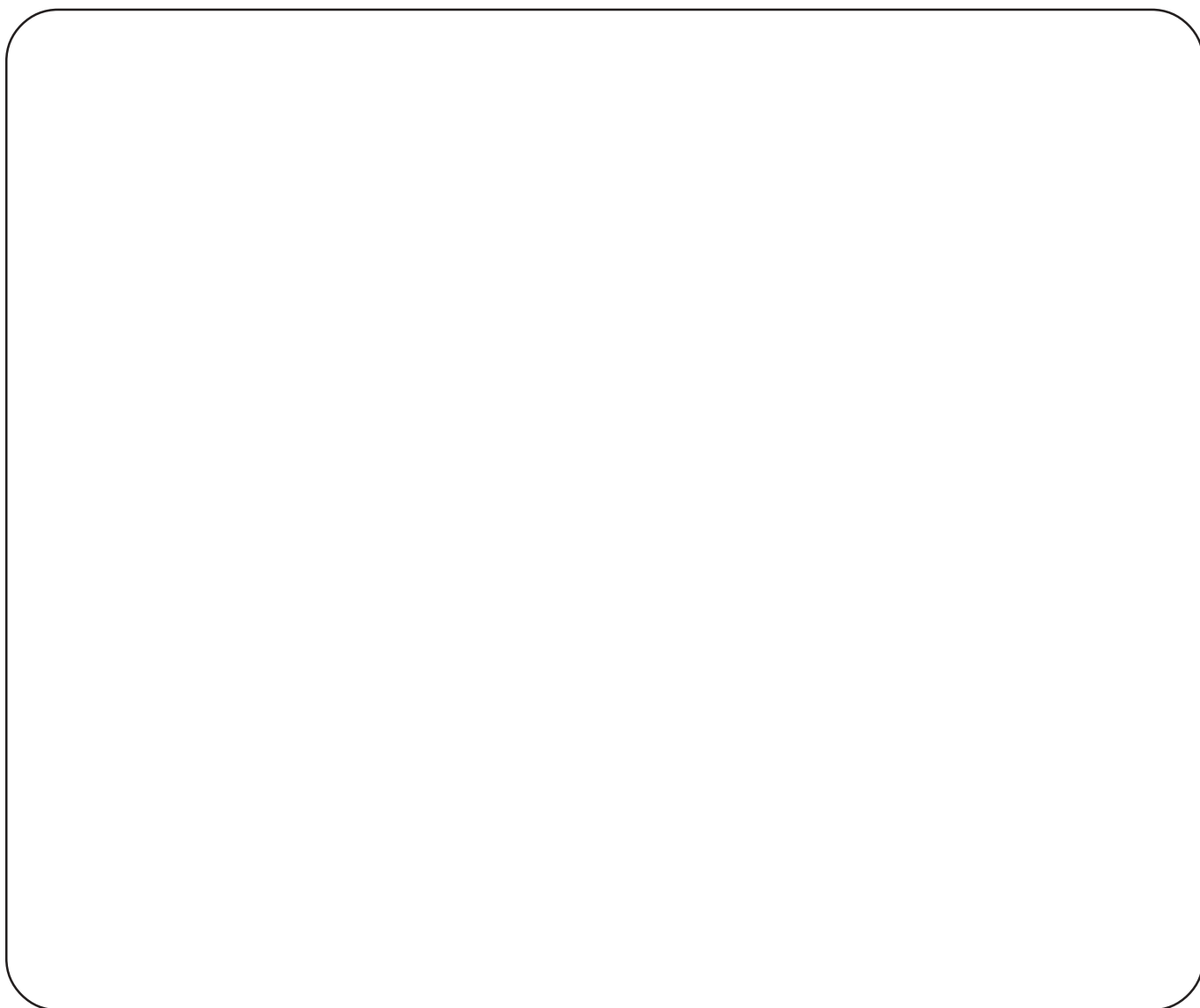
Come on, I couldn’t finish this without mentioning →





one that was WIP could I, and show you a few pictures of the work to date? This one is taking shape slowly but with a few mods like an alternative modified Ninco chassis so it can take Slot.it Boxer motors or NSR etc. together with the original resin chassis that George supplies with all of his kits

but I've modded mine to fit an SCX ProSpeed motor to give it a bit more "umph". The wheels and tyres will be Scalextric truck ones courtesy of Stephen at Slot Car Wales. Give me a year or so and I might be able to show you the finished article and even a full feature right here in the



Journal about the build of this superb kit, assuming of course Jeremy has sufficient space for all my writing!

PENELOPE PITLANE "BRABHAM" TRIUMPH HERALD COUPE



My good friend Steve Ward of Penelope Pitlane has recently launched this model as part of his range. It is still early days a bit but here are some early photos of the cars. As usual they are designed to take Steve's excellent "flat pack" chassis and other running gear in order to make it all work.

If you like them please refer to Steve's website in order to place an order or check out Pendle Slot Racing his exclusive distributor, the body kit contains all of the usual bits that you would expect of a kit of this type and also as usual with Steve's stuff it is very high quality, as he says on his website: *"All the Penelope Pitlane body shells are precision moulded in Polyurethane resin from accurate scale masters. Our aim is to provide the lightest resin bodies in the business. The moulding is done on state of the art machinery which gives crisp detail and allows much thinner moulding than "hand pouring" methods. They require no trimming and are ready to paint with minimal preparation.*

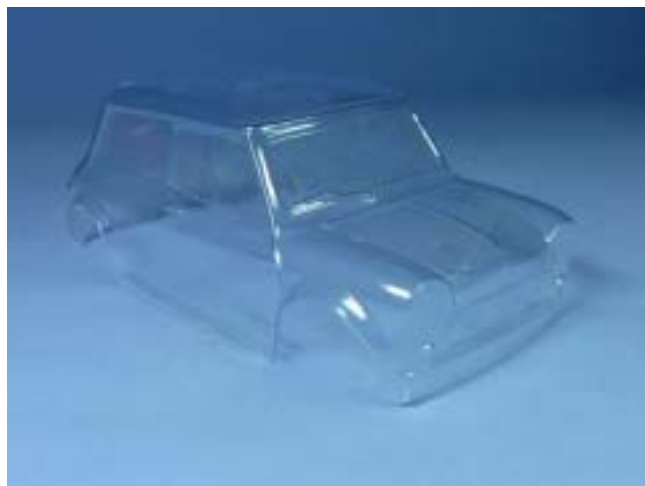
Each body shell comes with Vac formed screen, stainless steel photo etch grills where appropriate, white metal detail components and suitable waterslide decals.

Each kit comes with lightweight vac form driver with resin or white metal head.

Chassis mounts are moulded into the shell to accept suitable chassis from the Penelope Pitlane range where possible."

GEORGE TURNER NEWS

I wasn't able to catch up with George in time for him to give us any "hot" news so we decided to



present you with a small review of his recent work instead, so apologies to those of you who follow him on Facebook and the www if you already know the following, but Jeremy assures me that many of you do not and so we felt that it would still be worth it for those people alone.

So, what has George been up to then in the last few weeks? Well, it's a bit different, but what do you think of the new Vac form Mini then? At least it looks like a Mini!



A very long time ago I actually built a Parma 1/32 Vac-form Beetle using a 6 wheeler March Ford chassis and it went very well and it made a few people smile as it was painted in bright pink – but that went a long time ago – but can't remember where, so no photo unfortunately but the point is you still can have fun with Vac form bodies in our world as well but always remember that you can paint them on the inside so that they stay glossy and if you do that you have to mask off the windows first⇒⇒

unless you have a VERY steady hand! (You also need to paint them “backwards” as in the detail you’d put on last usually has to go on first when you paint them on the inside).

I know it’s not 1/32 injection moulded stuff but we thought it still worthy of a mention especially when I tell you that George will also be selling a “Richard Mack” Chassis for it, for those of you who like to go very fast or a normal resin chassis for the more sedate racers amongst us.



24 scale they are only as wide as a normal Scalextric car generally and the Tamiya kit lets you build it in a couple of versions also which would make for a very varied grid on your racetrack or display shelf.



You could also do what I did on a Tamiya 1/24 Mini around the year 2000 and yes, you guessed it, it is still WIP! But one day I might get there believe it or not the chassis I used is a Hornby Mondeo (and the Matt Neal 100+ one as it is red) as the wheelbase is spot on and so are the wheels and tyres, and as these cars are so small then these Minis would make an excellent one-make racing “club class” whichever chassis you decided to go for, as even though they are 1/



Now, onto other news, the Alfa Romeo 12C is now finished and there are two versions, with both cars being Nuvolari’s rides.





It is a big, impressive car that makes the Auto Union look tiny and whilst mentioning the Auto Union, there is another version of that available now as well, so now there are three versions and all are different body castings. (The new one does not have the front fairings and George thinks it is the best looking of the three).

Now onto new stuff, and as usual George says he is behind with the prototyping but that he will be getting on in the coming days with the Chaparral 2D, now this will make a nice change from the 1930s cars he says.



The 2D is a lovely shape, very curvy, and George is wondering how they went from it to the 2F as it is so odd (Mind you the 2F is still a good looking car as well said George).

Another new idea George has had is to make an Embiricos Bentley. This car raced at Le Mans three times. The first time in 1949 it came 5th and had already done 65,000 miles. It is a very big car, bigger than the Mk7 Jag, so it



should be an interesting project but not for a while yet says George but you never know with George do you?

GTM have also got their new generic decal sheet packs in. As you can see it has 8 roundels, 4 with black outlines and 4 all white, lots of numbers and a good mixture of promo decals and some odds and ends. It is a 6 colour sheet, so not cheap to produce, but it is still very good value as you do not have to buy lots of individual sheets. (And even better the first 50 come with a free George Turner Models decal sheet to make your models, or cat or a teapot look very individual says George). The decal pack is £8 (but please don't forget the minimum order is £10).

Right, I hope that has given you an insight into the current working life of Mr. Turner, and I'll leave you with a picture of his workbench and all that is missing from it is the sign that says "quiet please – genius at work!" Until next month. ■



Dutch Cup Race

2014

Pete Simpson



It all began with a tempting offer at Gaydon in May of last year to compete in the prestigious, invitation only, Dutch Cup Race and turned into a glorious holiday in Holland amongst a group of very warm and welcoming friends. We'd been invited to stay with Thera and Michel Brok and take maximum advantage of the trip by staying from Thursday until the race on Sunday.

Crossing to mainland Europe in February was always going to be a cause for concern, especially with the last few years having provided regular occurrences of inclement weather. So, leaving the floods behind, we boarded the 7:30am DFDS sailing for Dunkirk fully expecting a couple of hours of fairground ride. How wrong we were: both the outward and, a few days later, the home bound crossings were as smooth as could be imagined with barely a ripple to disturb the tranquillity of a nearly empty vessel. Driving through France and Belgium en route to Holland was a delight, highlighted by the fact that the Astra's usual 40mpg dropped to just over 30. And Karen was moaning that I was going too slow! Thanks to Google, we even had photographs of the final

approach to Thera and Michel's thereby removing all the uncertainty of knocking on the wrong door.

We had decided to try and keep out of Thera's hair during the daytime of our stay so a couple of days were spent exploring the outskirts of Rotterdam and the polders of the Delta District. The first day's exploring took us to a shopping mall. Thankfully, globalisation hadn't completely infiltrated the premises so we were able to discover quite a few outlets, and a very nice restaurant, that we'd not previously experienced. Even Halfords was vastly different to its UK cousin no trendy mountain bikes here, just very practical road bikes that looked as though they had been designed to be used rather than placed on the car roof as a fashion accessory.

On the Saturday we went off to explore the barriers that ensure that the vast low lying areas remain dry. We were there on the anniversary of the 1953 floods when 1,850 people are believed to have died as a direct result of storm conditions that caused the flood defences to be breached. The story was all the more relevant due to the flooding in the West Country serving as a poignant reminder of the power of the natural elements. It's not until a route is planned through the district that the dependency on the



dams as road routes is fully appreciated: without any effort we managed to cross a lot of the major defences in a single day's driving.

Sunday morning dawned wet and dull reminiscent of a typical spring day in the UK, so ideal for staying indoors and playing with toy cars. It should be understood that if any part of this report appears to be contradictory to actual events it is entirely due to my total incomprehension of the Dutch language. Although I can just about get by with French and Karen can add German to our repertoire, Dutch remains a complete, if exciting, mystery. To be fair, whenever anyone spoke to either of us it was in perfect English, however much of the teasing was totally bewildering with only the situation and response providing clues to what was happening.



The race was held in Tilburg, in JP and family's slot car shop, Model Racing World a relatively short distance from Thera and Michel. The external stealth appearance serves to disguise the secrets until the shop content is encountered. It is a true Aladdin's cave of slot racing goodies, despite his constant claims of not having enough space to display any more than 10% of his stock: having witnessed the off-line stores, I'm inclined to agree. Many will be familiar with JP's vast range of goodies as his excellent display is often seen at our swapmeets. Due to space restrictions in the room with the circuit, a disciplined routine was called for: six races driving, six races marshalling and then, the dangerous period, six races chatting to fellow competitors whilst meandering around the shop



collecting tuning parts. This represented a golden opportunity to take time and carefully consider each option whilst gradually adding to the collection for purchase.

Even without any understanding of the local tongue, much of the banter could easily be understood. That oft heard phrase, "Excuse me sir, but if I could possibly disturb your slumber just long enough for you to see your way to reuniting my car with the track, I'd be awfully appreciative", seems to have a direct equivalent in Dutch. Fortunately, everyone there spoke meticulous English, although the pronunciation of "Karen" caused some hilarity through several quite deliberate emphases of the wrong syllables: we could hardly comment as it was doubtful if either of us got too many names anything like correct.

Before the racing commenced most were getting some surreptitious practice with JP's dependable "Start" rally cars, anticipating that very little insight of the actual racing could be





gained from these nonrepresentative examples. As seems to be usual at sociable slot car events, time drifted on until it was realised that progress with the racing was to be encouraged. So, suddenly, the activity level stepped up, drivers announced, new cars unpacked and numbered and the racing commenced. The cars selected for the event shared a theme of being American but little else as they were just very slightly mismatched: a Dodge Charger, Chaparral, Mustang, Corvette, Falcon and a Camaro. This wouldn't be a problem as everyone would race each car on its dedicated lane, thereby equalising any advantage. Unfortunately, as Michel was unable to attend the meeting, we'll never know if his intent had been to remove the magnets. So, off went the first six racers, some of whom were unaware that they were racing with artificial downforce. As could be predicted, when cars ceased exploring the extents of Gauss,

Maxwell and Lorentz's work they succumbed to the much simpler laws of Newton with great enthusiasm! When the time came to adjourn for lunch there was quite a collection of what could be mistaken for spare parts: by the end of the day, we'd performed some much needed product research for Scalextric, they could save a fortune if they omitted such inconsequential details as door mirrors, aerofoils, headlamp lenses, bumpers and window glass. However, on a positive note, only one car totally succumbed with the loss of a rear wheel and was replaced for expediency – there wasn't enough time for the quickest Super glue to cure. So the newest USA model, the Mercury Cougar, had a chance to join the fun. This was quite appropriate as the cars awarded to all competitors were special versions of Dan Gurney's car as released last year. Each car also came with a certificate detailing the driver's final standing. To go into





the full results would only serve to bore those that didn't participate but mention must be made of the first three places: 1st was Sebastiaan van Altena Jr., second, Jan-Jaap Batenburg and third was Rob Altena sr . In addition to these places, awards of useful kits or accessories were made for a few random places and, of course, everyone became the proud owner of a Mercury Cougar emblazoned with the event on the roof.

As quick as it had begun, the day was over and we set off for Dunkerque to stock up on French wine.

It just remains to thank everyone for making our holiday such a memorable time: Michel and Thera for their hospitality, JP for risking all to a group of slot nuts and all the other competitors for including us foreigners in a significant national event. ■

Flyslot Review - MAN TR1400 Jochen Hahn

By Paul Croker

Flyslot have released another truck, this time it's that of triple European Truck Race Championship (ETRC) Winner Jochen Hahn. This is based on the truck he drove during the 2012 season in the ETRC, to take his second title, but is also very similar to the one he drove during the 2013 season. The truck comes in the white and green livery of his main sponsor Castrol, and is similar to a previous release, that of Stuart Oliver's Castrol sponsored truck which is silver and green.



Jochen Hahn in action at Donnington during the British round of the FIA ETRC 2012

Initial impressions are very good, as with previous releases, we have the crystal lid box with backing card, the fine silver springs to represent the trucks hoses, the front wheels no longer have the centre discs and the finish is exceptional. Since the return of the Flyslot race trucks, each model continued to improve towards the standard that we had come to expect from Fly, but with the last couple of releases, they have stopped short of what they could achieve. The latest release has all but one item fitted as per old trucks, as it still lacks the driver's safety netting, as have all Flyslot trucks,



Older style fitment of radiator air intakes

this is represented by a metal etched part on the model. On removing the truck from its base and turning it over, you find that the older style air intakes have again been fitted to the model as was done on the Antonio Albacete truck of 2012 and the Mad Croc truck of last year. I cannot understand why they are fitting these parts, but wish they wouldn't, and fit something that would enhance the models looks, namely the driver's safety netting.

How does it compare to big brother?

Having seen the truck for myself at Donnington race circuit in 2012 and taking some photos, Flyslot have done a reasonable job of the livery, but there are more omissions of sponsors than on previous models, a small error with one of the sponsors' logos and an area of incorrect colour. I'll start with that of the small error, which is that of the 'Truck Race Diesel' logo on the front edge of the roof. Flyslot have moved the symbol from the left hand one inboard of the writing, when in fact it remained after the word diesel on the race truck. Now the omissions are a web address from under front grille, logos



Flyslot's model of Mika Makinen's 2012 ETRC MAN race truck

on door mirrors, sponsors logos on cab rear panel, web address from rear bumper and top of cab at rear. As you can most probably see from the pictures, the area of incorrect colour is that of the rear mudguards. On the model they are black, were as on the race truck they are green. As usual they have had to make adjustments with some of the sponsors logos with regards to size and position, this is due to the model being

based on the Super race trucks of past and not the current race trucks, however it has been done with some success, and does represent the real truck quite well, despite the above mentioned differences, which if you so desired could be altered with a little bit of skill and some time.

In Conclusion

Another brightly coloured truck to add to our collections or blast around the track. As per previous reviews the truck running gear is unchanged, so nothing new to report there. So that just leaves me to say as I usually do, Flyslot still need to go that little bit further with their attention to detail and make them look that little bit better. Again many thanks to Telford of Typhoon Slots and Models for supplying the truck for me to review. And don't forget you can see our very own British race trucks in action for the season opener, at Brands Hatch on the 12th and 13th April 2014. ■



Photo of actual truck in full flight



First thing to clear up and quash any rumours is how the company is being run. Rafael Barrios snr, one of the co-founding 'partners' left the company in October last year, however the other partners still remain and have appointed Luis Pachon as General Manager. He is joined by Olga Pachon, his sister who takes over as Sales Manager, with Cristina Rodríguez moving over to marketing. Olga and Cristina have said that there will be many changes introduced during 2014, which they are both very positive about. The key points being, a change in the packaging and company identity, a reduction of RRP (Inc. the Matra), resin F1 cars now to be made in plastic, a reduction in liveries and overall production of each model offered, exciting range of new models, many not offered before as RTR plastic slot cars and no more Capris, 907s or Alfa 33 TT12 to be offered.

SRC were in attendance at this year's Nuremburg Toy Fair and I think had the most projected new models on offer. The first bit of exciting news was the Madrid based company's decision to switch their forthcoming Turbo era F1 cars from resin to plastic. This will mean that not only will they be more plentiful, but will retail for more than 75% of the original



estimated price! Laser printed scale mock ups of both the Ferrari 312 T4 and the Renault RS10 were on display with production due around July this year. We have been told that the maximum number of each reference World wide will be just 1,000 units, and with names like Villeneuve and Arnoux associated with these cars, I am sure these will be snapped up by collectors very quickly. Also mentioned was a Yardley sponsored McLaren M23 which was a complete surprise. SRC have also intimated that they will produce a lot less than a 1,000 of their non F1 cars so pre-ordering maybe the way to go should there be something of interest for you in their range for 2014.

The revised pricing will be that all sports/touring/rally car new releases will share a maximum RRP of £49.95 with the stunning F1 cars now being made in plastic coming in at £59.95

First release due this Spring is the Lola T600 Sports prototype that raced at Le Mans in 1981 but the car achieved greater things in the US by winning that years IMSA Championship in the hands of Brian Redman. This will be followed by the Matra 670K which is the 1972 Le Mans Winner driven by Henri Pescarolo ➡➡





and Graham Hill. This is a different version of the car that was announced last year, although the 670B versions are still due to be produced. Race and Rally versions of the little Porsche 914 and 914/6 are due for release along with road and a Police variant of the 914. BMW lovers will be pleased with the planned introduction of the 2.8 and 3.0CS, and at last you will now have a period correct adversary to their popular Capri models. Finally and completely off the wall is the Opel Kadett GT/E Coupe. The car is a wide arched Group 4 rally car and has a decidedly retro coolness about it. All in all something for everyone! Thanks as ever to Terry Smith at Gaugemaster for the information and the photographs included within this article.

Approximate Release 2014 Schedule with part numbers as follows: -

01701 - Lola T600 24h. Le Mans 1981 E. Villota - G. Edwards.

02001 - Porsche 914 Targa Florio 1973 G. di Gregorio - F. Mannino.

01401 - Matra 670 1° 24h. Le Mans 1972 H. Pescarolo - G. Hill.

02201 - F1 1979 312 T4 1° GP Monaco 1979 (World Champion 1979) J. Scheckter.

02101 - F1 1979 RS10 1° GP Francia 1979 J. P. Jabouille.

01601 - Porsche 914/6 Rally Montecarlo 1971 B. Waldegard.



01801 - BMW 3.0 CS 6h. Nurburgring 1973 C. Hamon - H.J. Struck.

01901 - BMW 2.8 CS 24h Spa 1971 G. Larrousse.

01103 - Matra 670B Test Paul Ricard 1973 J. P. Beltoise.

01702 - Lola T600 Campeon IMSA 1981 Brian Redman.

02002 - Porsche 914 Civil Version Different Colours.

02301 - F1 1973 McLaren M23 1° GP Suecia 1973 D. Hulme.

02401 - Opel Kadett GT/E Gr. 4 D. Cerrato - Guizzardi.

01102 - Matra 670B 24h Le Mans 1973 J.P. Beltoise - F. Cevert.

02102 - F1 1979 RS10 GP Gran Bretaña 1979 R. Arnoux.

01902 - BMW 2.8 CS 24h Le Mans 1972 R. Herzog - H. Heyer.

01703 - Lola T600 IMSA 1981 John Paul Jr.

02202 - F1 1979 312 T4 GP Holland 1979 G. Vileneuve.

02003 - Porsche 914 Police Car Germany.

01602 - Porsche 914/6 24h Daytona 1971 J. Duval and G. Nicholas.

02402 - Opel Kadett GT/E Gr. 4 Montecarlo 1976 W. Rohrl - J. Berger. ■



Hello everyone and welcome to this month's Forza Slot.it. After all the news and pictures of last month with new models, reliveries and projected release dates I am very pleased to let you know, if you didn't know already? that the eagerly awaited for SI-CA27A Matra-Simca MS670B No.8 Le Mans 1974 Gitanes has now been released. Bad news! I do not have one yet so a full review will have to wait till next month when I should have got my hands on a shiny new chassis and body to pour over and give you my thoughts.

On the other hand I have purchased a couple of other new cars released recently that I will share my thoughts on this month. First up, SI-CW16 Ford GT40 No.9 Le Mans Winner from 1968 which is the fifth GT40 produced by Slot.it. Now I did mention this a little while ago and confessed that it was on my personal hit list to join my collection ASAP, and when it arrived I was certainly not disappointed! I will also admit that the GT40 is not really one of my favourite body shapes but sometimes something in life looks just right and the GT40 in Gulf colours is just one of those things!

The history of the real car is well known and if you want to know more then there are plenty

of articles on the WWW for you to read that will give you all the information you ever need to know but a couple of the more interesting bits to me are: this was the first car in Le Mans history to win the race more than once with the same chassis, being #1075 in 1968 and 1969 and the car in second place was five laps or 67Km behind after 24 hours of racing. Having looked at several picture available out there then I came to the conclusion that it looks pretty accurate to me and all the numbers and logos are nice and crisp and accurately placed and represented.

As stated above this is the Le Mans winning #9 car from 1968 as driven by Pedro Rodriguez (Mexico) and Lucien Bianchi (Belgium) and forms part of the ongoing and very popular Slot.it Le Mans Winners Collection. All of the SI-CWxx Numbered Limited Edition models in this series come in sturdy cardboard boxes with a brief potted history of the car on the inside of the lid accompanied by an action picture of the car and a Limited Edition credit card that details what number your car is and how many will be produced. SI-CW16 is limited to 3,500 examples worldwide (which seems a bit high to me) but obviously if you do want one I would suggest you take the plunge sooner rather than later ➡



than later as this one will sell out I predict and quickly! A quick check on the web reveals that one or two slot vendors have sold out already of this particular model to pre-orders no doubt me included! Look a bit closer and you will see that many/most of the Slot.it Le Mans Winners Collection series cars are sold out over all the major slot vendors so get in now while you can!



As hopefully you all recall? I did an article on three Slot.it GT40's in January so I will just focus on the key point and say it is gorgeous go buy one now! I also got a bit carried away snapping many many (attempted) arty type snaps and sent a load off to Jeremy for this article but who knows how many will make the editors cut so go buy one and check it out in the "flesh" yourself! Oh, all right then the highlights: crisp sponsor decals all over, Pedro's helmet, racing overalls and multipoint seat belt detail as well as the passenger seat, the three point silver knock off spinners on the wheels as



well as the silver and orange wheel rims themselves, the yellow line round the outside of each tyre and lastly the rivet detail around the windows gushhhhhh... just buy one!

I'm afraid no track report for this the one as it will be staying firmly in its fine presentation box but will it really be any different to the ones I reviewed earlier? I doubt it so track pace will be more than adequate and upgrade options abound if you feel the need to race and tune yours. Any minus points for this one then? Well on my particular model the wiper blade looks slightly over scale and is not flush/flat with the screen but to be fair making it true to scale would be very difficult and too delicate to survive any minor knock. The orange strip on the roof where it emerges from the top of the windscreen could be better executed and where the rear bodywork joins just behind the doors and runs across the top of the body from east to west it does not fit as snugly as I would prefer (it is minor really!) but it still does not detract too much from this model for it to worry me.



The running gear, as per the information supplied from the Slot.it website, consists of: sidewinder offset 0.5mm, V12/3 21.5k rpm motor and mounting, length 133mm, width 60mm, height 30mm, wheel centres 75mm, weight 62grams, 11/32 pinion/gear ratio, 15.8x8.2 front and rear rims/tyres and a Neodymium magnet situated in the central location in front of the motor with the option to move to two other locations, one further forward or alternatively behind the motor. This is the same as all the previous versions too.

Finally for this particular car, it will be a fine complement to the previously released (and generally sold out) Slot.it SI-CW09 Ford GT40 #6 Gulf car that won Le Mans in 1969 as piloted by Jacky Ickx and Jackie Oliver so guess where mine are now!

One down, one to go and this is SI-CA24b, Audi R18 TDI #1 that won Le Mans in 2011 as piloted by Romain Dumas (featured driver), Timo Bernhard and Mike Rockenfeller and is the third Audi R18 TDI from the Slot.it stable, the others being SI-CA24a and another of the Slot.it Le Mans Winners Series SI-CW12 that won Le Mans in 2011.

I am fortunate to have both previous models so a quick check reveals that all the bodywork, intricate fin details, body/cooling cut outs etc. are the same across all the models but obviously each livery is slightly different except for a strong black and chrome/silver effect is the dominant theme with splashes of white and red being the other minor colours. Again having checked out several pictures on the web of the real car Slot.it



have done an excellent job of reproducing the livery as accurately as they can and to read the drivers names and pick out the national flags down the bottom side of each door aperture takes good light and good eyes to see! Romain Dumas is at the wheel and he has a fabulously detailed helmet, overalls and seatbelt but because the side windows are so small it is very hard to pick out the superb detail even if you shine a torch inside to have a look but full marks to Slot.it for including this level of workmanship. The front splitter and around the whole body at various points has the usual official Le Mans race markings and the national flag (Germany) of the team is on the silver front splitter as well. I particularly like the Michelin men logos splatted round the livery and the delicate real wing detail and various vanes inside what would be rear light clusters on a normal car again great attention to detail.

The wing mirrors look slightly too (scale) large to me but have a nice mirror effect whilst in contrast the single windscreen wiper blade is a delicate affair that sits nicely on the windscreen at the 12 o'clock position. There are also three aerials that should last a few barrel rolls as they are nice and flexible! Best bit? The front light clusters look well modelled but would look so much better with real miniature LED lights installed so that we could all replicate our own little Le Mans night time part of the race. The chrome effect finish across the domed driver cockpit looks particularly well reproduced and has a fantastic mirror like quality to it, until you get your greasy fingers on it! But this can soon be wiped off for the factory fresh finish again.

That's the bodywork done with so what⇒⇒





about the chassis/ running gear? When I received mine from one of the fine slot suppliers I purchase my cars from I noticed a sticker that said “new pick-up and improved chassis” so I was most keen to try and figure out what the differences are and so set about cracking open the A and B variants to find out what it was. To help you all out you should see the sticker in some of the pictures with this article. However, as hard as tried and I really looked hard, I’m afraid I could not find any chassis detail changes that jumped or even crawled out at me apart from the front guide blade changes. The motor mount, mounting screws, cable locating points, cable runs, wheel adjustment, etc. all looks the same to me I’m afraid but if anyone can “spot the difference” then drop me an email!



But what about the new guide blade and mounting method? Yes this is different for Slot.it and hopefully in the accompanying pictures you will be able to see this for yourself. The older



guide blade is slightly longer in overall dimensions and squarer and is a traditional push fit, whereas the newer guide blade is curved at both ends and is secured by a screw through the chassis mounting area. In the guide blade picture the new blade is on the right. The depth of both blades is the same and so is the thickness. From the various pictures you should see that the blade mounting screw fit and the plastic used to bridge the guide blade area looks thicker and more substantial then before and therefore should be stronger which, just like the screw mounting, is definitely a more positive move towards the racing fraternity rather than the home racer who will probably find taking the screw out a bit of an unnecessary faff around! Personally I would say it is a useful improvement having raced (with mixed results!) in the dim distant past at club level and at NSCC events so having something else to tune/ modify/replace will be right up the street of the committed hard core racer/tuner.

The running gear for this series of model, as per the information supplied from the Slot.it



website, which consists of: anglewinder offset 1.0mm, Flat-6 20.5k rpm motor and mounting, length 150mm, width 64mm, height 34mm, wheel centres 93mm, weight 79grams, 11/28 pinion/gear ratio, 17.3x10 front and rear rims/tyres and a Neodymium magnet situated at the rear of the motor with the option to move it to a more central location in front of the motor.

Having covered the new chassis details I noted on the new model, then now it was time for a track test. First I started with the box standard original chassis SI-CA24a and set off for a few laps of my Ninco track. No major issues, quick enough from the off it easily negotiated my home layout but you do have to be careful on my two 180 degree inner radius corners as the magnetic effect can bog you down if you don't get things just right, but then don't forget I did build my track for non-magnet cars! OK, got the feel of that chassis so now for the new chassis and again, box standard, this car ripped round the track as well but I would have to admit that I did not notice that much, if any,

difference to me. I then proceeded to do a longer run of each car and then swapped over again but things still felt the same. I strongly suspect that these new changes will have a positive effect on a much more open track than mine and that the racers out there will soon have this dialled in to their specific requirements and tastes so if anybody wants to get back to me with some hints and tips then just drop me an email. Again, to be honest, I did not give it "maximum attack" as to get it wrong big style is a very expensive mistake on my layout as solid barriers and a cold concrete floor await those with too much over exuberance in a magnetic car! I have many/several glued cars/wings/bits to prove it too!

One last thing, available from Slot.it's web site now (www.slot.it) is the new 2014 brochure which is a free PDF download. Just select the news page and you will find a link to the new brochure for all the cars to be made this year. That's all for this month so get on the web/phone/shop to your preferred slot supplier and pick up a Slot.it Gulf GT40 now! ■



Final Draft of the New NSCC Constitution

By Jeremy Naylor

After some considerable time and various delays, we can now provide the second and hopefully final version for the proposed NSCC Constitution.

We have made a number of changes based on members' views and suggestions from the 1st draft back in October 2013 and now believe we have covered all the things that the Club may encounter during the course of it's running and have an appropriate remedy and course of action if something should go awry!

I would ask that all members read this draft and provide any of their comments to me via post or email (details on page 1) as soon as possible and certainly no later than 30th April 2014.

We will consider only changes to this version based on the amendments made as a result of changes and suggestions offered by members to the 1st draft in October's Journal, so you may wish to compare the two documents side by side when you comment to avoid raising points that may already have been raised or which received no comment previously.

Other than the correction of any grammatical errors or any major changes to any of the points detailed will see this Constitution adopted at the next Committee meeting. Any subsequent changes can then be dealt with in accordance with the new Constitution and in particular Clause 8.

If you have any other queries or wish to raise any other points please email me direct.

CONSTITUTION OF THE NSCC

1) NAME

i) The Club shall be known as "The NSCC", which is defined as "The National Scalextric Collectors' Club".

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.

iv) To publish a monthly Journal to all members.

v) To produce Limited Edition Club cars for members only to purchase.

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 1st to December 31st.

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 membership subscription charged shall be set by the Committee and reviewed annually.

v) Elected members are still required to pay the annual membership subscription whilst serving.

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

4) COMMITTEE ROLES

i) The seven 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 and to chair the Committee meetings accordingly.

ii) To have the casting vote on any decision in the event of a tied vote at Committee meetings, with the exception of those they may have a vested interest in.

iii) To assist in promoting the Club and acting as an ambassador for the Club.

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 and recording the same.
- iv) Overall responsibility for elections.
- v) Ensure Constitution is up to date.
- vi) As the Club's de facto legal officer the Secretary is responsible for ensuring that it is run in an honest manner and complies with all relevant legislation in force or which may become enforced. If the Secretary considers that this is not the case on any Committee action or decision he may then request an immediate Committee meeting and suspend the action until such time as a satisfactory resolution is agreed by all the Committee members.

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, of serving Committee members.
- iv) Prepare and produce a balance sheet/ accounts at end of every financial year, currently 31st October.
- v) As the Club's Treasurer, he is responsible for the Clubs solvency and has the power to over rule any Committee decision where the solvency or financial stability of the Club is threatened.

4.4. MEMBERSHIP SECRETARY

- i) Update membership database as required.
- ii) Ensure the database is kept secure and must not release details to any third party whatsoever without the express prior consent of the member concerned. This membership list must be maintained in order to comply with all provisions of the Data Protection Act in force at the time.
- iii) Co-ordinate 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, and will need to allow at least two days monthly to do so.
- ii) Liase with printers.
- iii) Reformat Journals at end of year for inclusion on website.
- iv) Organise Journal competitions including sourcing and issuing prizes.
- v) Liase 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) Overall responsibility for organising the Milton Keynes and Northern swapmeets.
- iii) Generally assisting the Committee in the day to day running of the Club relating to events, swapmeets, etc.

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. The use of electronic devices or conference telephone calls is permitted and encouraged to ensure that all members can be involved in discussions.
- ii) The Committee may, at its discretion, invite members and/or non-members to attend Committee meetings, those invited to attend do not have a right to vote on any matters raised.
- iii) The Committee may, at its discretion, ⇨⇨



appoint a sub-committee. The sub-committee will be advised of their terms of reference, compositions and powers.

iv) Reimbursement of expenses incurred on behalf of the Club can be claimed. This can include items such as postage, computer consumables and 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 and all claims must be supported with receipts.

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

vi) The period of office for Committee members runs for two years and is currently 1st October 2012 to 30th September 2014. Therefore the next period is 1st October 2014 to 30th 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) Decisions should be by a simple majority with Chairman (or another Committee member acting in the absence of the Chairman at the meeting) having the casting vote. No binding Club decisions can be made by less than four members at any Committee meeting.

x) In the event of the Chairman been unable to attend any Committee meeting the remaining attendees of the meeting shall nominate one other attendee to act as Chairman for the meeting.

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

xii) 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.

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

xiv) 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.

xv) 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 Club's objectives.

3) ELECTIONS

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

ii) The only exception to the above is if a Committee member chooses to resign his post, were removed as a result of a disciplinary matter or their death whilst in service. When one of these events occurs an election shall be held as soon as is reasonably practicable after the event, and the election procedures and time scales will apply when seeking others to fill the vacant post.

iii) Nominations for the Committee posts are to be requested in the July Journal with a subsequent deadline date of 28th July for nominations for inclusion in August Journal.

iv) Applications for nomination shall have a proposer and seconder and should be supported by an address of less than 500 words and supported by a photograph of the nominated person for inclusion in the Journal.

v) Elections details and ballot papers are published in the August newsletter with a closing date of 26th August for the return of the ballot papers, with the result forwarded to the Editor by 30th August so that they may be published in the September Journal. The nominated member will commence their duties from October 1st. 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 those

involved in the election process, for example Chairman and Treasurer will oversee the Secretary and Membership Secretary, where it is the post of Secretary and Membership Secretary being contested.

vi) A separate ballot sheet is required and will be included in the relevant Journal before the election date, each ballot paper will carry a unique number, which will not be related to any member's membership number. This is to ensure multiple copies of ballot papers are not made or received.

vii) Votes must be placed via post using the official ballot paper (copies will not be permitted) indicating who the vote is cast for by filling the appropriate box with a "X", the members name is not required. Postal votes will be acknowledged only if a stamped address envelope is included, and the details of where to send the postal vote will be included on the ballot form. The date for return of the ballot papers shall be the 26th August.

viii) At the counting of votes a list is prepared of the total number of Club members only and this is checked against the number of ballot papers issued to avoid any duplication and ensure 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.

ix) The result is announced stating the total membership numbers, who were eligible to vote, votes cast and numbers received by each candidate. Votes excluded for failing procedures and or/ spoilt ballot papers will also be recorded. All ballot details would be destroyed or deleted six 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, and libel. Other complaints will be considered on their merit or appropriateness.

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 Committee 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 suspended immediately from his post pending a Committee meeting to discuss their actions. This meeting should be held as soon as is reasonably practicable and attended by all Committee members. The suspended member may bring a witness or other person with them for this meeting and will be given the opportunity to present their case. If the other Committee members as a result of a vote subsequently remove the suspended Committee member from his post, he has the automatic right to put his case to the membership at the subsequent election for the vacant post, when he would be permitted to stand again should they wish to do.

viii) In the event of suspension or expulsion from the Committee the member shall immediately return all documentation and/ or materials, equipment or other property of the Club to the Club via the Committee members in office for the duration of the suspension period or permanently in the case of expulsion if requested to do so.

ix) 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, who will discuss the suggestion at their next meeting. ➡



The proposed change will be published in the next Journal along with the Committee's recommendation.

ii) Members are requested to submit objections to any suggestions or proposed changes to the Constitution that 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) NSCC/ HORNBY WEEKEND

i) In the event that the annual NSCC/ Hornby weekend is oversubscribed, then the following method of allocation of places shall apply, all current serving Committee members will automatically qualify for a place in order to organise and run the event.

1st Priority shall be given to members who have never attended before.

2nd Priority shall be given to members who have been before but not attended the previous three-year's events.

3rd Priority to members, including ex Committee members with due allowance for hotel rooms available, people willing to share rooms will take preference due to the preponderance of twin rooms over single rooms available.

10) DISSOLUTION

i) In the event of the Committee considering dissolving the Club, all members shall be notified in the next possible Journal and via email so that their opinions and views can be sought as to the available course of action to pursue in this case. This consultation period shall be not less than 30 days and a decision shall be made as soon as is reasonably practicable thereafter. A subsequent vote of all members will be held either via post or at an agreed meeting to discuss the dissolution and the members shall decide on dissolution of the Club and the outcome of the same. 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. ■

email: ebaywatch@nscc.co.uk

There have been a surprising number of Scalextric Quick Build Demolition Derby sets on eBay recently, considering the set was only first released last year. These have sold recently from £34.00 for a “Customer Return” set after twelve bids (281277436364), to a used version with two extra cars including a Porsche and a Ninco Nascar for £36.00 after fourteen bids (201046813149), a “used once” set for £41.00 after ten bids (390792322671), and a new but opened set for £53.19 after twenty two bids (390788428223). The cars have been available on eBay without the rest of the set for £29.99 after just one bid (171256710414).

You may have seen the recently aired BBC TV Fast and Fearless documentary about the “Suicide Squad” and another team of veteran demolition derby drivers in Essex, who raced pink cars and were more intent of bashing each other to pieces than winning races so much so that the team with the pink cars didn’t bother entering the final race just because none of the Suicide Squad were left in the competition. Perhaps they were playing safe?



Monthly eBay Watch Top Ten

1. Scalextric 1960's James Bond Set £1,021.22 (201045753574).
2. Aurora AFX HO Collection of 235 cars £909.37 (321349457119).

3. Tyco HO Trucks and Buildings Collection £519.55 (141208191526).
4. Hobby Classic Pegaso 1/32 scale Car Transporter £500.00 (261420807299).
5. Racer Bartoletti Ferrari 1/32 scale Car Transporter £499.00 (261410797100).
6. French Scalextric Yellow Ferrari 250 GT with lights £492.08 (360878126653).
7. Aurora AFX HO G Plus Formula Pacific F1 £491.00 (371016194802).
8. Scalextric Green Tinplate Maserati Mint Boxed £460.00 (231171740696).
9. Cox 1/24 unmade Ford GT40 Kit £431.64 (201041183512).
10. Scalextric Digital Collection including ten cars £428.00 (161232641138).

Interesting to see two transporters in the top ten this month. I missed out on bidding for an unbuilt Airfix kit of the Ford Ferrari 1/32 Articulated Transporter which also sold recently for £23.01 (310884935738). I guess I should have bid higher?

Scalextric Ferrari Top Ten (Dec 2013-Mar 2014)

1. French Yellow Ferrari 250 GT with lights £492.08 (360878126653).
2. Pro-Digital Set including Ferrari £245.00 (161230568812).
3. Blue Boxed Tinplate Ferrari £201.09 (281258488734).
4. French Green Ferrari 250 GT with lights £186.25 (121292780449).
5. Race Tuned Yellow Shark Nose Ferrari £169.00 (301096630917).
6. Exin Yellow Ferrari 330 GT £167.12 (201018368954).
7. Vintage Shark Nose and 250 GT Ferraris plus Aston Martin £155.00 (201030200499).
8. Ferrari F430 GT plus two sets and extra cars £150.00 (281282375094).

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9. Ferrari 250 GT and Aston Martin Set 60 £132.86 (310824461354).

10. Ferrari 330 P4 Monza Twin Set £125.99 (400511507553).

Now that Carrera have the Ferrari Licence, perhaps recent Scalextric Ferraris will appreciate in value, as they become rarer? I managed to pick up an Altaya Scalextric Ferrari GT 330 in my favourite colour of yellow for just £16.61 this month though, from a Spanish seller (161245318192).



Other Scalextric Ferraris I have splashed out on this month include a 250 GTO for £47.00 (321331907087), which seems to be about the going rate for these gorgeous cars, a 312 B2 Formula One, together with the remains of a JPS Lotus 72, for £11.01 (251471434448), a C9 Powersledge Ferrari F1 bodyshell only for £10.50 (121289647434), and a matching windscreen for £5.99 (151028664099). Perhaps I should have bought the complete car that went for only £20.87 (261424068352).



Vauxhall Chevettes

Graham Pritchard asked me to take a look at Vauxhall Chevettes on eBay this month. What he didn't know was that I didn't need much



persuasion, as the first car I owned was a yellow Chevette. I paid the princely sum of just £50 for it in 1988, and got my money's worth out of it as I still got £20 back when I sold it a few months later, after the engine blew up at 94mph!

That car may have gone to the great scrapyard in the sky, but there are still a few around on eBay, from an HS2300 lookalike race car project with a 1,300 engine so far bid up to £720 (161257542309) but still below the reserve price, a saloon version advertised at £2,150 (181362205736) which perhaps unsurprisingly has had "extensive work done", and a silver HS2300 advertised at a whopping £17,995 (231165892142). This is similar to the 1/32 scale silver built Ocar Chevette slot car kit as driven by Tony Pond and his co-driver Mike Nicholson in the Lombard Rally, which sold for £85.00 (371017288551). All is not lost though, as the Norwich seller is offering to build further kits to order. Mike Nicholson has written a book too about his co-driving exploits, taking the lid off rallying, so to speak. His book is called "Listen to me!, The Life and Times of a Rally Co-Driver, " apparently after his plea when being driven by Derek Bell in the RAC Rally. His website is <http://www.mikenicholson.info/index.html>, and his book costs just £8.99 plus postage.

A resin 1/32 Chevette HSR bodyshell sold by a "genuine 60's Slot Vet" sold for £27.99 after six bids (390761446822), who claimed to have been stockpiling body kits but no longer has time to build them, despite being retired now.

A few HO scale resin Chevette bodyshells are available from eBay sellers in the USA, having sold recently from just £4.81

(231166006754) to £6.01 (331132016707 and 231176441492). The last two were sold by a seller in the appropriately named Bangor, Pennsylvania.

My favourite though, has got to be the 1/25 scale bright yellow dragster Chevrolet Chevette slot car with a massive air scoop on the bonnet, WRP chassis and Parma S16D motor, which sold for £61.31 (350987286861).

More information on Vauxhall Chevettes can be found on the Droop Snoot Club website (<http://www.droopsnoot.co.uk/cars.htm>), and it's strange to realise that now some slot cars cost more than my first full size car did.

Railroading

I have been intrigued recently by the number of Fleischmann slot cars on eBay. Having only encountered the brand previously in my model railway modelling days, I couldn't resist buying an orange Fleischmann Auto-Rallye Lotus 30 for £14.99 (161229473373), to see if the engineering was as good as their premium model trains.



As you can see it is a good looking model, with a low slung side winder motor. I haven't driven it yet, as the slot guide is too thick for my Classic Scalextric track, although I believe compatible replacement guides do exist. It only reaches 20 kph on my Tamiya rolling road, but that may improve with a service and further use.

Other Fleischmann cars sold by eBay sellers recently achieved £41.00 for a red Porsche Carrera 6 (380827164882), £31.00 for a green Lotus 30 (380828179663), and £28.25 for an attractive F1 Ferrari (301126109482).

Gama

Many years ago I had a Corgi Junior Porsche Carrera 6 in an attractive white and blue livery, and I found a 1/32 version of this car made by Gama on eBay this month.

It's a bit sluggish, at only 10kph, although the inline motor looks capable of more. The seller did confirm to me though that these cars were never particularly fast in the first place. At just £9.99 though (161235515201), I'm not complaining!



Crosse and Blackwell Sales Drive

Finally, hot on the heels of Steve Langford's corporate gift AIG Profit Driving Challenge Set featured last month, it looks as though Crosse and Blackwell have had a similar idea, using slot cars to motivate their sales team, as Graham Mattingley has discovered a blue Scalextric Lamborghini which has been over-painted in white with custom made "Lets get Crosse and Blackwell Moving" stickers in a custom box featuring Jeremy Clarkson in his younger days, inviting the lucky recipient to join him on January 8th 1998 for a new product launch and Scalextric "Brands Hatch" style race. With that bombshell, its time to end. ■

