

Editor

Alan Slade

No. 209

N S C C

The independent club for everyone interested in all aspects of 'scalextric' type cars in all scales.

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Another month gone and it has been quite a fascinating one. In the world of full sized motor racing the F1 World championship is now more or less decided after Michael Schumacher's first lap crash at Silverstone. The 'Will he, won't he?' debate over Damon Hill is continuing, with Team Dynamics offering him a seat in the BTCC if he wants to following in his fathers wheeltracks and compete in tin top racing. And finally the, much heralded by TOCA and viewed with scepticism by the majority of teams, BTCC night race at Snetterton passed off without major incident and was declared a success.

In 'our' world there are press stories of Hornby Hobbies employees getting a pay rise and also of the same organization closing their Margate factory and moving all production to China. There is no mention of what will happen to the design department and whether that will continue in the UK or be moved out to China as well. In such a fierce and competitive world as toy manufacture there are bound to be winners and losers, but I must admit to being sad to read the news that after all the troubles of the last 30 years, Scalextric is finally moving away from British shores. Falling sales and the need to reduce costs are given as the reasons for the move, but I hope that falling quality and failing delivery times from China don't reduce sales even more and leave the famous name open to predatory advances.

I had planned to include a report on the Ninco and SCX Cordoba's for this month, but lack of space has forced me to hold it over until next month. In fact there are quite a few articles that have been held over so it looks as if my successor will get off to a flying start! Keep them coming please.

It is also time to vote for the 1999/2000 committee. The 'manifestos' of those members who have submitted them are included in this issue so please read them and vote as you see fit on the form that is enclosed with this issue. All that is required from you is a few minutes of your time and a stamp. Thank you.

Alan.

EXQUISITE JAGUAR XK120

BY JEFF DAVIES

The Jaguar XK120 is one of my all time favourite cars. When this car was introduced it brought brilliant lines and stunning performance into a reasonably affordable car.

The Ninco XK120 is a gorgeous model capturing perfectly the strikingly curvaceous shape of the real car with its elegant front bumpers, perfect wire wheels, beautifully moulded grill and headlights, even down to the neat Jaguar badge set above the grill. This model perfectly illustrates the fact that a model doesn't have to be exactly to scale to look right. I think this car is slightly too large for the stated 1/32 scale although the real car wasn't small.

The model has a attractive interior, especially the rally model, which has a co-driver with a map on his lap, but both cars are excellently detailed down to the correct positioning of the speedometer and the rev counter in the middle of the car and the large four spoke steering wheel. The back of the car is again beautifully detailed, with exquisite back lights, over riders and number plate surround. The only missing detail is the exhaust pipe. The body moulding is nicely finished, even down to the vents in front of the doors and the petrol filler cap. This car is both longer in the wheel base and larger overall than the Ferrari 250 TR,

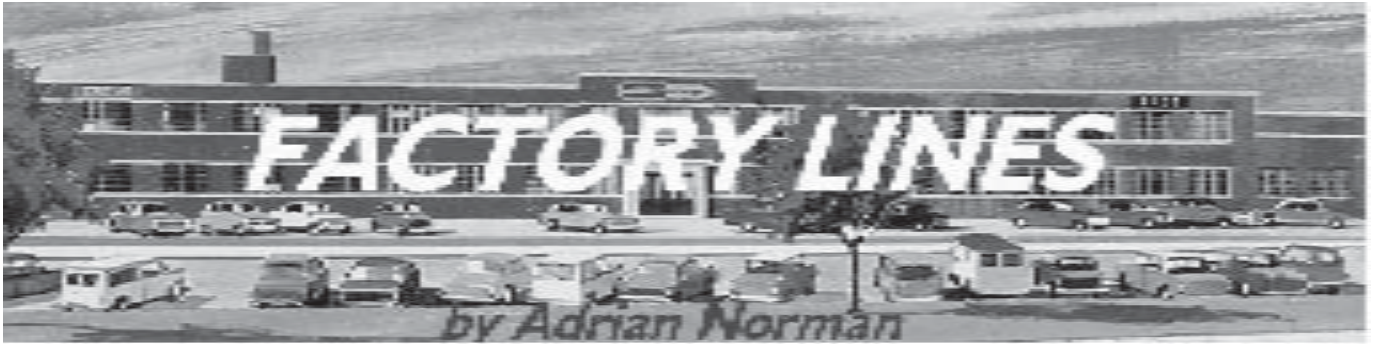
and shouts class.

This, I think, is their finest effort to date in the Ninco classic car series and the car is available in two different colour schemes: a cream colour with a single driver and a British Racing Green rally car with co-driver.

When the two sample cars were sent down they were early production cars or pre-production cars and were different from the final models in having no numbers and different positioned rally transfers. I love the look of this car so much I would have to purchase both models. If pressed, I would chose the cream coloured car over the rally car but only by the narrowest of narrow margins. This car has automatically gone into my all time favourite list of classic slot cars. Ninco have made such a great job of this car I would love to see them make a 3.8 saloon as raced by Graham Hill, etc.

I quickly erected a test track, as I couldn't wait to try this car. This car proved two things: 1. You don't have to have magnets to make a finely balanced, well handling slot car. 2. The narrow sticky tyres on the Ninco classic cars provide more than enough grip. This car is more than capable of holding its own against the current batch of new saloons on a short twisty track, and is a whole lot more fun to drive. I could have happily raced this car for hours on end and enjoyed every minute of it.

This car is exactly the sort of model that slot car manufacturers should make more of, instead of all producing the same model. Slot car racing needs some pre-war slot cars and a greater variety of models. Well done Ninco, magnificent effort!



The following item was published in the local Thanet Times newspaper in June. Although the report contains certain 'facts and figures' they are not necessarily correct. You know the Press, information can be misinterpreted and taken out of context. It is safe to say that Hornby Hobbies Limited's intention is to move car production to China. That is the situation as at this time. However, as I am sure you are aware, the business world is never black & white. Things can change and there might be quite a different set of circumstances facing Hornby Hobbies Limited by Christmas or next year. Few things are set in stone. As the song says, 'Trust me on the sun-screen'! I'm sure many of you will feel that it is a great shame that another part of British manufacturing is going to cheaper competitors abroad, but it is all part of the world economics machine.

Press release 16/6/99:

HORNBY TO CLOSE FACTORY

Production switches to Far East.

Westwood-based Hornby is transferring production to China, it was announced this week. It is not yet known how many staff will lose their jobs.

Chairman Peter Newey said: "Staff were told on Tuesday morning (15/6/99). I think they probably expected it."

Hornby's turnover for the last year fell from £24.9 million to £21.2 million and in December it was forced to move the manufacture of model railways to China, where production costs are lower, with the loss of 40 jobs. The workforce had already been reduced from 530 to 425 in the last year.

The production of Scalextric racing cars

will end in Thanet in March. Hornby will then concentrate on packaging, warehousing and distribution. Mr. Newey said the Westwood site was too large and the company would be looking for another base. "It makes sense to move and we are looking at a number of locations."

But he denied rumours that the firm would be going to Haine Industrial Estate (in Ramsgate), saying: "We have no plans whatsoever to move to Haine."

The transfer of production will take place over the next nine months and a three-month consultation with unions has already started.

Mr. Newey said this period gave everyone the chance to organize themselves and move forward in the best way possible.

He said it was impossible at the moment to tell how many jobs would go. He believed some of the workforce would want to leave and some would take voluntary redundancy.

North Thanet MP Roger Gale blamed the firm's move on Government policy. He said: "Toy manufacture is a highly competitive business and margins are very low.

"It became inevitable that the knock-on effects of the introduction of the minimum wage would lead to the transfer of production to cheaper labour markets and I warned of precisely this when the legislation was going through the House."

Mr. Gale said the move highlighted the fragility of Thanet's economy and the need for continued Development Status and European Objective 2 funding.

New cars update

Coming soon via the Scalextric Racer magazine is a series of specials. A Marshal and a Paramedic car are amongst them. They will

be based on the Vectra car already used for the Police car. The big news is about the next car from Scalextric. Although information is not fully available yet, I can tell you that it will be a Volkswagen Beetle. That's the new model from VW of course, not the classic that's been with us for the last half-a-century! The exact body style and livery has still to be settled at the Scalextric factory so we will have to wait and see if there are to be a road, rally and track versions of the car.

I will publish more details in the months to come.

Reference List

Correction: incorrect specification printed last month. Should be;
C2132W SUBARU IMPREZA (lower spec.)
Set H1031 Superslot 'Costa Brava' – Less tampo, sticker sheet supplied. Normal windows and driver plaform, no lights.
C2133W TOYOTA COROLLA (lower spec.)
Specification as C2132W.

GM chicken – evidence comes home to roost.

As reported last month, evidence of GM chicken has reached us.



Picture: Jess Steele



Pictures of two of the Scalextric-USA NASCAR models which were unveiled at Daytona on July 3rd. These form part of the NASCAR Speedway set. NASCAR Superspeedway is due for release in October, Twenty four models are planed by next July. Initial production is limited to 2500 of each model, which, given the size of the USA NASCAR market seems rather small.

NSCC SWOPMEET REVIEW

LIPHOOK 4 JULY 1999

The early summer NSCC swopmeet has been held at Liphook for a great number of years. It is probably the longest standing event on the NSCC calendar and as such it is not unusual that well-known names from the early years of the hobby pop up out of the blue!

A couple of years ago it was the turn of long time NSCC member Mike Prangle to reappear (On that occasion behind a table selling off bits of his collection which included one of only a handful of known examples of the ultra rare Race-Tuned version of the Type 59 Bugatti!!!). This year it was the turn of Arthur Saunderson. Arthur is one of the NSCC members lucky enough to live in the catchment area of the old Havant factory. Consequently Arthur had built up a fairly significant collection over the years which included a number of fairly rare items. Arthur decided last year that enough was enough and sold his collection to another local collector (I found out too late to buy it!). However in finally meeting Arthur I was able to put one of the great Scalextric myths to rest. For many years I had heard about an ultra rare set that was allegedly in Arthur's collection. He was supposed to own an Austin Healey / Mercedes 190sl set that contained a green 190sl and a blue Healey. Arthur was able to confirm that that item had never been in his possession and so put to rest another unsubstantiated Scalextric rumour.

As we always seem to do, the stallholders gathered in the car park fairly early on the morning to discuss the news in Scalex World. Much of the talk was of what had happened the previous week at the 'Slotswap' event at Uxbridge. There had been a concern that two similar events so close together could have had a detrimental effect on attendance's, but based

upon the fact that the venues were 80 miles apart and that 'Slotswap' was targeted at collectors both within and outside of the NSCC, there appeared to be little to worry about!

Beyond that it was talk of new issues on the horizon including the first of the Fly Classic hard top Ferrari 512's, the imminent Hornby Scalextric Mercedes CLK's and the Lotus and Caterham 7's, of which the first picture of a finished livery (Yellow) had just appeared in the 'Armchair Racer' newsletter (Edition Six). There was also a broad consensus of opinion that said that the next TVR was to be a limited edition in Metallic Blue (presumably the same colour as the model that was presented to Sean Fothergill to commemorate his winning the racing at the recent 'Factory Weekend'. As a limited edition of one this is surely one of the rarest cars ever produced and no it's not for sale, I already tried!!!). In addition it became clear that the Pink-Kar Bugatti in Green had almost sold out in its week of issue, and that whilst the yellow Auto Unions were already released in Australia, they were still a week or two away in the U.K. Best of all, a rumour had it that the Spanish 'Mini Classics' club who commissioned the yellow Bugatti from Pink-Kar a couple of years ago, had just commissioned a Tenth Anniversary model, which would be available to all members of that club as at 20 May 1999 . Oh! I almost forgot!! I suppose you want to know what the model is? A Red Auto Union!!!! (Pink-Kar of course!!).

Stallholders were admitted to the venue at around 8.30a.m. which only allowed 90 minutes to set up, not long compared to the 2-3 hours you get at most toyfairs (Event organisers please note!!!). Amongst the scramble to set up the first few bargains of the day emerged. These were predominantly 1960's U.S. slotcars which included a nice Monogram McLaren Elva and one of the highly sought after Iso-Fulcrum cars. Also in evidence was a nice selection of accessories, including the rare early electronic Lap Counter, that was produced for just one year (1962) and the seldom seen set of eight Spanish Figures (Loosely based on the U.K. ones, but less well detailed).

As the day unfolded more and more interesting items came to light including A slightly marked, but generally nice light blue C-68 Aston Martin GT, four near mint boxed Porsche Spider's (two green, one red, one yellow), an NSCC Ninco Clio and a near mint Ternco Metro! Rarities such as Bond cars and Auto Unions were not in evidence, although you could have purchased a lovely pair of boxed Go-Karts, or an example of the mega-rare bright green Austin Healey on the day.

Due to the lack of overseas stallholders (not unusual at Liphook as it is a little too far south for most overseas visitors to travel to easily) there was a slightly smaller quantity of Spanish and particularly Mexican cars on offer, although you could have secured an orange Mini, or a blue Mercedes 250sl on the day.

As is often the case with busy swopmeets, the event seemed to fly past and before long it was 5p.m. and the visitors had gone home, leaving the last few stragglers to pack up (always seems to be the same faces!).

According to the organisers, attendance was about the same as last year in spite of 'Slotswap' at Uxbridge the previous week, which suggests that the market will quite happily support more specialist fairs, provided they are a sensible distance apart and targeted at different parts of the slotcar collecting fraternity.

Thanks to Mike Pack and his team for an excellent event. Here's looking forward to next year!!!!

Next on the swopmeet calendar, NSCC Evesham on Sunday 26th September. See you there!!



Variety is the spice of Scalextric:

The Hill Climb Track Set is just another exciting example of Scalextric's amazing Toyrange with specially designed layouts, you can enjoy your own hill climbing adventures without the need for a track or bridge, or a motor or battery pack. With 100cm of track and a 10cm wide track, it's the perfect size for your collection.

100cm of track, 10cm wide track, plus Scalextric's strength and power make a great combination. It's a hill climb for your slotcar collection!

HILL CLIMB TRACK SET
 100cm of track
 10cm wide track
 Includes 10 slotcars
 10cm wide track
 10cm wide track
 10cm wide track

SCALEXTRIC

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TARMAC TERROR

BY MARK WOODHAM

I am writing to tell you about the best rally car model I have in my collection to date. It is a Renault 5 Maxi Turbo by Team Slot.

At first I thought a little on the expensive side at £29.99, but having finished the model it is worth every penny. The bodyshell comes painted in French blue leaving you to paint the bumpers, sills, arches and rear spoiler red. Then after applying the water slide transfers I laquered over them to stop them peeling with Tamiya X-22. This also makes them look better as well.

I searched through my copies of Cars and Car Conversions magazines and found an article in the August 1985 issue on this particular car which actually won the 1985 Tour de Corse Rally.

I painted every single detail on the car even down to the drivers race suits and helmets using Humbrol paint and the smallest brush I could buy. As a matter of interest the magazine article

states that this car is the fastest asphalt rally car in the world, and remember this was in the Group B era.

Another car I was delighted to see produced was the Scalextric TVR Speed 12, having been a TVR owner for 12 years and also a member of the Car Club. Maybe not on a par with Fly standards, but a nice model in a striking colour. Just a few statistics on the road going model for you. The 7.7 litre engine produces 800 BHP at 7 250 rpm and 650 lb/ft of torque with a top speed of 240 mph, yes mph not kph.

TVR will not be racing the Speed 12, instead turning their efforts to the new V10 Cerbera GT2 in this years British GT Championship. As for the rumours of Fly sponsoring a Speed 12, not very likely but maybe a Cerbera?

One final point, I would like to know why any of the slot manufacturers ever made a model of a 1960 Lotus Elan. What a lovely slot car this would make. Maybe Ninco will add it to their Classic range in 2000. Other cars I would like to see are Lister Storm, Calloway Corvette, Lotus Esprit and more TVR's please.

Members letters



180 Scott Road
Olton
Solihull
West Midlands
B92 7LW

Dear Alan,

I'm writing to you in the hope of some help from members regarding my recently "rediscovered" layout in my loft. After a few years of lying around up there it is now a bit tired looking.

I want to know if there is any way of cleaning the metal slot guides which are heavily tarnished. I have heard of self adhesive copper strips which can be laid over the rails. Is this true and if so, where can I obtain it?

I have also found another problem while my collection has been up there, practically every tyre has split in half! Does anyone make replacements for them, especially the older tyres?

Thank you for your help and a great magazine.

Best wishes,

Bill Chilwell

Can anyone offer any help to Bill? Write in with your answers please.

88 The Triangle
Compton Street
London
EC1V 0AR

Dear Alan,

Many thanks for your past efforts in pushing the newsletter to its present state. One can see the difference.

Sincerely,

Tony Secchi

Thank you for your comments, Tony. It is only through regular contributors such as yourself that I have been able to achieve what I have.

15 Forest Hill
Yeovil
Somerset
BA20 2PE

Dear Alan,

I have been meaning to send this letter in for some time, but just haven't managed to get around to it. Which brings me on to why I am writing...

My idea to get more people to put pen to paper, or as you prefer, fingers to keyboard and send their articles or letters to fill up the newsletter is instead of, or as well as giving away items such as free cars in quizzes, why not give out the car, or maybe a club T shirt, etc., for the letter or article of the month. This way I am sure members would start writing in the hope of a free prize.

Yours sincerely,

Steve Roney.

PS. Have I won?

Dear Steve, surely you are not suggesting that I have to resort to offering cheap bribes to get members to contribute to their club? Would any member care to comment?

PS. I'm afraid I have no T shirts, but a keyfob is on its way to you!

87 Drylie Street
Cowdenbeath
Fife
KY4 9AQ
07931 995 148

Hi Alan,

We met at the first meeting of the Dundee slot club, I'm the guy from Fife.

I am interested in starting a club in Fife so if anyone would like to come along would they please contact me so that I can judge the support likely.

Many thanks.

See you at some event

Stephen Young

THE THOUGHTS OF ALISTAIR

SOME OF THE WORST THINGS SCALEXTRIC HAVE DONE

- 1) The whole 'U-steer' system. If ever there was a way to slow down racers, this was it.
- 2) Easi-Fit guide blades - intermittent contact, apparent bouncing action, makes guides too stiff and reluctant to turn.
- 3) The decision to dispense with the Power Sledge chassis, some of the best handling cars - but underpowered.
- 4) The re-introduction of the Power Sledge chassis in the form of the Protec cars.
- 5) The Motor Cycle combination - impossible!
- 6) The inexplicable decision to use tilted motors. Why raise the centre of gravity if you don't have to?
- 7) The lousy controllers. The Race Tuned ones (15 ohms) were fine but since then their replacements are a long way from being satisfactory, the ones I have used lately have a tendency to jam on full throttle.
- 8) The mechanical lap counters; three problems with the red plastic ones. a) failed to record the occasional lap b) caused cars to jump off the track c) pulled out the cars guide blade and in some extreme cases broke the piece of the chassis that held the guide blade.
- 9) The use of old bodies on new cars (C125 Porsche Turbo, C120 Brabham BT44, C124 Ferrari 312T and Renault RS01).
- 10) Availability of spares (little) and cost (large).
- 11) The use of plastic for pinions and bearings.
- 12) The new TVR. At first sight this may seem a strange choice as it probably the fastest and best handling car available in the Scalextric range. So why is it included? In 1996 Fly introduced their Dodge Viper which represented an unprecedented improvement in ready to race slot cars. Yet the TVR is not even as good as the Viper, it is not even as good as Ninco's Mercedes CLK GTR.

FARNHAM SCALEXTRIC ASSOCIATION

Farnham Scalextric Association was set up in November 1993 to cater for those of all ages interested in 1/32 scale model electric cars - racing, collecting, converting, scratch-building etc. The general approach is more that of Johnny Herbert than Michael Schumacher.

The club venue allows us to meet at a wide variety of times and currently we meet every Wednesday from, 8.00pm to 11.00pm for league racing and occasional Tuesdays at the same times for practice and non-league racing; and a number of impromptu events are also organised. The present club members' interests cover all aspects of our hobby and a very wide spectrum of racing ability.

Cars raced in leagues are all box standard Scalextric, SCX, Ninco, Fly or other proprietary makes; non-league racing gives us the opportunity to accommodate the more adventurous spirits among us with the occasional modified and scratch-built class, but the objective is always to achieve close racing. We attempt to race as large a cross-section of model cars as possible from motor-bikes to trucks and most things in-between. To enable those thirty-somethings among us to see their older cars in action we hold a Classic Night once a quarter.

The club track is Plexytrack, 107 feet long, includes a Le Mans start, 2 cross-overs, tight and open bends and a lengthy elevated section and racing is controlled via a Slotmaster electronic lap-counter system.

The club owns a wide selection of cars for the use of members and guests alike, so there's no excuse if you don't own many cars yourself at present.

You will find us at: Farnham Conservative Club, Ivy lane, Downing Street, Farnham, Surrey.

For more details contact: Steve Dally 01483-727022 (Home) or Steve Sutcliffe 01252-658801 (Home) or visit our web page www.geocities.com/MotorCity

Roy's Reviews

NINCO FERRARI TESTA
ROSA 1957

Another one of Ninco's classic cars. This is a nice car, when you look at this at first glance your reaction is Wow!

This is a bright yellow car with chrome exhausts, open top, small windscreen and driver with number 21 on the side, but on closer inspection the joint between the top and bottom of the chassis is very visible and this makes this car very cheap looking.

Anyway, let's put it on the track and it becomes quite impressive on a small track, it's fast and holds the corners well. On a larger track it holds its own and still holds the corners well, and let's remember that it has no magnets.

Verdict: I think this one may win a few races. Nice.

CARRERA PORSCHE GT1,
1998, WHITE
MOBIL LE MANS

Once again Carrera have produced a car that makes the mouth water. The livery on this car is beautiful. I think that this car may well become, a collectors item. The 1998 Porsche was produced to help celebrate Porsche's fiftieth anniversary.

Well enough about the looks of the car, how does it handle once you get over the wiring problems and trim the guide blade? The car is very smooth running, this probably is something to do with the spring loaded direct drive motor. It's fast on the straights and holds the corners well. I tried it out on a small track and found it to be very fast, but when you put it on a large track it comes into its own.

Verdict: yes I like it and I'm sure Alan McNiesh and team would too. I will have to get one.

By Roy Butchart

NINCO N50177 PORSCHE
356A COUPÉ NO. 10

Looking at this car it looks a nice maroon colour, and one of my first thoughts was that it was a long nosed VW Beetle, but then I suppose that at that most cars had that type of shape.

I suppose that has blown my chance of getting a brand new complimentary 911 to sit in my driveway.

Anyway the car. The detail is good right down to the navigator with a map in his hand. Ninco have done a good job have done a good job on this car. The car is a replica of the 1953 model which took part in that years Monte Carlo Rallye. As for the running of the car, well, it has narrow tyres, short wheelbase and a short body. On a large track this car is difficult, there is no way you can get any speed up on long straights and slow down for the corners. Maybe if it had a strong magnet on a track with brakes it would overcome this problem.

However, on a small track such as a Calibra track and small straights extension it comes into its own doing a lap in 1.9 seconds.

Verdict: very delicate, but for £29.99 I am afraid that I would keep it on display and only take it out for Historic races.



PINS AND FLAGS

BY TONY SECCHI

This is the third of my thoughts on roadholding for slot cars, and slot is the operative word for this article. For as we all know the car has to first and foremost stay in the slot and pick up the maximum amount of current from the rails if it is to finish yet alone win.

Details like keeping the braids and rails clean at all times are obvious, but there is more to it than simply that.

However, the braid/rail factor is the first contact, and like the famous Hi Fi Turntable advert used to say - Rubbish in Rubbish out! - in other words if the electrical contact is impaired the other 'tuning' aids (Magnatraction, ballast, tyre choice, etc.) cannot do their job properly.

When I started racing in the early sixties the current pick up was the G3 type - a two part plastic pin guide that fitted into a round hole. The bottom part was a stout circular section pin with slots either side for the braids. The top part (inside the car) held the contacts and engine wires and was a push fit into the bottom part. This automatically connected the engine wires to the braids.

We used to race 1/24 scale cars which were lead ballasted and very heavy, but contrary to current opinion, the pins did not break all the time and the cars did not rotate and short circuit the track. With wear, the pin would flatten on both sides, but like your tyres, you changed them as necessary. Braid wear was generally good but the braids were thicker than today and you sometimes had to ballast the front end to keep the nose in the slot.

Comparison of the handling characteristics

then and now makes some interesting points.

Today, with the modern 'flag' or blade guide and Magnatraction, the point of 'deslotting force' (to coin a phrase) seems to occur across the full length of the car i.e. it feels like a modern real car in a full four wheel drift. In my 'old' days the pin guide would let the car swivel and (hopefully) the ballast would counteract this force, all of which could be felt at the pin guide.

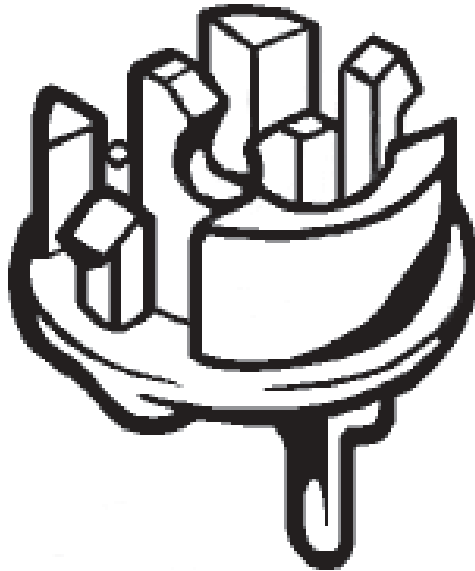
This gave an 'oversteering' characteristic, with the rear sliding out and being corrected on the throttle. We had a banked bend on our circuit in the sixties and with some cars you could enter very fast, let the car drift out and hold it in one continuous slide until the exit. Needless to say, if you got it wrong the car took off in a big way - nobody marshalled on that corner by their own choice!

So, it seems to me that as real car handling changes due to aerodynamics, slot car handling has followed suit due to blade pick ups and Magnatraction. A coincidence maybe, or are slot cars once again imitating the real thing?

Pick up braids today can be of variable thickness. and along with trimming the blade depth, changing to a slightly thinner type can lower the front

of the car significantly. This, with using the low profile tyres I mentioned in my last article, can sometimes solve a persistent de-slotting problem. Incidentally, Scalextric replaceable guides have the braid folded back on itself so giving two thicknesses. Try reversing the rear fold so reducing that to one thickness. This simple tip solved a problem on a Jaguar XJ9 and made it feel a different car.

Sure, the technology and the technique may have changed, but true cars still have to be driven, and I can assure you that I am enjoying my 'modern' slot car racing every bit if not more than I enjoyed the 'old fashioned' racing of my (misspent ?) middle age.



NICE ONE NINCO!

BY JEFF DAVIES

Recently RIKO were kind enough to send me down a sample Ninco Formula 1 set. I'd wanted to have a go with one of these sets since first seeing one at the Toyfair at Olympia in 1998. The set came with several useful extras, the first of which was a pair of connecting tracks which enable you to connect this set to any existing SCX/Scalextric track. The second one was a power booster (consisting of a 2200 μ F capacitor) as well as a Motor Sport series Ferrari F310B.

Upon opening this set I was immediately impressed by the quality of the track, which is considerably wider, in fact wide enough to run two 1/24 scale cars on. The guide slot is both wider and deeper than on SCX/Scalextric track and is plastic lined. The track surface is quite abrasive giving excellent grip to the car's tyres. This particular track comes with three different types of corner as well as a 1/4, 1/2 and whole straights, allowing a wide range of tracks to be constructed using a single set. The track went together surprisingly quickly and easily and I particularly liked the very flexible track barricades which were soft enough to absorb impact without damaging the car. The track is also more rigid, hopefully preventing distortion after the track has been taken up and down several times.

One of this track system's biggest advantages is the electrics. The hand controls work with a very smooth, predictable action and are easily the best I've ever used. The hand controls didn't get warm even after using the set constantly for several hours with a large variety of cars. The plug-in straight is a masterpiece of design, having both a port for the plug in power booster or a second power pack and a reverse direction switch built in. The hand control wires are coiled like telephone cable, which keeps the wires taut and are very easy to connect into the power base.

The set came with both a Ferrari and a Jordan Formula 1 car. These cars were not the same as the cars in the Motor Sport series, and came with the standard engine and magnet. I love the wheels on the Ferrari as they were beautifully finished. Formula 1 models are not my favourite cars but both cars were nicely detailed, had soft compound tyres and had steering front wheels which I really liked. I think all Formula 1 cars should have steering front wheels like the old MRRC cars but this is only a personal opinion. I could hardly wait to try this set so we plugged it in and set it up outside on the concrete patio as I enjoy racing outside for a change.

The Jordan and the Ferrari performed excellently with their soft tyres and the abrasive nature of the track allowing them to corner brilliantly with good straight line speed and I had several extremely enjoyable races with these cars and several friends. Upon plugging in the power booster, two things happened: the cars hit warp nine down the straights with ballistic straight line acceleration and the engine completely overwhelmed the traction of the magnet and tyres, making the cars extremely entertaining to drive. At this point I decided it would be a good time to try the Motor Sport Ferrari. This had brilliant performance and, with a stronger magnet, cornered exceptionally well, easily being able to contain the performance from the NC2 engine and the power booster. This was the first time I had ever driven a Ninco Formula 1 car and I was most impressed. Ninco have now transcended from a car manufacturer, reliant upon other company's track, to manufacturing easily the best slot car system available.

Ninco have all the pieces to make a really brilliant 1/24 set with their NC2 engines, wide track and excellent electrics. All they need are a couple of 1/24 1950s Pan-American racing cars to make the most brilliant set.

THE SRM STORY

CONTINUED FROM LAST MONTH

Clips were available to interlock adjacent pieces of track when 4 or 6-lane layouts were required. Two printed cardboard bridge supports enabled figure-of-eight circuits to be constructed and the white plastic fences could be clipped into the edge of the track.

The new controllers were small square units with a plunger for speed control and a button to pre-set the speed in any one of four positions. The first cars in the new range were a BRM P57 (1963) and a Cooper T60. They were both available in a variety of colours which are listed at the end of the article. These cars had 2-piece injection moulded plastic bodies which were screwed together and featured black injection moulded nylon axles, guides and Ackerman steering units.

This gave the cars some degree of suspension with the plastic being very flexible and it was also a bonus having working steering in such a small slot car. The cars had an integral moulded driver figure with a separate head, clear plastic windscreen and silver grey plastic roll-over bars and accessories. Some details were even picked out in silver paint such as exhaust pipes.

The range of cars was further expanded by two more Grand Prix cars a Ferrari 156 (1963) and a Lotus 25. By 1965 any of these cars were available in the Set A which was a figure-of-eight layout with two Grand Prix Cars. The set box lid was an illustration by Michael Turner of a Grand Prix scene with Graham Hill's BRM, Jim Clark's Lotus, a Ferrari, another Lotus and a Lola. At this time there was another set available, Set B which included two new cars both Mini-Coopers and the set box lid had another illustration by Michael Turner, this time of Mini-Coopers battling against Lotus-Cortina's. This set was also a figure-of-eight

layout but featured larger radiused curves so that it could be combined with a Set A to provide a four-lane figure-of-eight layout.

The Mini-Coopers were the only cars not to be Grand Prix cars in the range but are absolutely brilliant pieces and a delight to drive quickly. Since these cars were so small the standard motor had to be tilted in it's mounts to fit inside.

Later SRM made a special offer to purchasers of the Mini-Cooper set, within the set box was a coupon for the owner to apply for their own copy of the colour print as used on the set box lid for only 10/-, Ah, happy days! In fact some examples of the early set boxes also had small illustrations by Michael Turner.

As an aside, the tie-in between Michael Turner and Holbert Waring is quite interesting. Mr. Waring rented Michael Turner his first property when he was first married and so the relationship between the two of them grew. Illustrations by Michael Turner had also featured on VIP sets so there has been a link with him and slot racing since the early 1960's.

Anyway SRM continued producing 1/40 slot racing cars and sets until the early 1970's when another British manufacturer decided to 'call it a day'. During this time the company had taken up the production of the 1/32 range of Super Shells slot racing car kits, but that is another story which may be told later. Meanwhile the story of SRM did not finish there, back in the 1970's, admittedly the company ceased producing slot cars, but carried on in more lucrative fields.

We should be thankful that Mr. Waring left us with such a wonderful legacy and we should applaud his efforts, for he, along with a few other influential individuals back in the late 1950's. were the true instigators of our hobby and any serious slot collection would benefit from the addition of some of his intricate models.

Cars (Early)

Ferrari 246

Vanwall

Sets (Early)

Oval Set

Figure Eight Set

Cars

| | | |
|------|--------------------|-----------------------------------|
| 1050 | BRM P578 (1963) | red, dark blue, dark green |
| 1051 | Cooper T60 | dark green, dark blue, light blue |
| 1052 | Lotus 25 | light green, yellow, dark blue |
| 1053 | Ferrari 156 (1963) | red, yellow |
| 1055 | Mini-Cooper | red, dark green |

Sets

| | | |
|---|---------------------|---------------------|
| A | Figure-of-Eight (S) | Grand Prix cars x 2 |
| B | Figure-of-Eight (L) | Mini Coopers x 2 |

Track

| | |
|--------|--------------------------------------|
| 1000 | Straight 10" |
| 1000/T | Terminal & Starting Straight |
| 1000/H | Half Straight 5" |
| 1001 | Curve 90° |
| 1002 | Curve 45° (2-Lane) |
| 1003 | Curve 45° (4-Lane) |
| 1004 | Curve 22.5° (6-Lane) |
| 1005 | Chicane Section 5" |
| 1008 | Plastic Tongues (12) |
| 1010 | Crash Barrier for 90° Curve (6) |
| 1011 | Crash Barrier 4-Lane (6) |
| 1012 | Crash Barrier 6-Lane (6) |
| 1029 | Bridge & Banking Support (set of 18) |
| 1030 | Bridge Supports (set of 2 cardboard) |
| 1031 | Track Electrical Contact (50) |

Accessories & Spares

| | |
|------|---|
| 1020 | Hand Controller |
| 1021 | 2 Hand Controllers (complete with wires & plug) |
| 1040 | Oil Bottle |
| 1060 | Pick-Up Braids (6) |
| 1061 | Tyres (Fronts x 6) |
| 1062 | Tyres (Rears x 6) |
| 1100 | Electric Motor 12Volts DC |
| 1101 | Front Axle (Complete) |
| 1102 | Rear Axle (Complete) |
| 1103 | Carbon Brushes (2) |
| 1104 | Brush Springs (2) |
| 1105 | Electric Motor & Back Axle |
| 1106 | Supression kit (per car) |
| 1107 | Supresssion Service (per car) |
| 1110 | Body Shell (Complete) |

Members letters



Email Psykeo@msn.com

Dear Members,

Once again I am chastened to write in to our illustrious journal. Is that enough creeping Alan? (Oh, all right then, a keyfob is on its way to you as well!). Just to mention one or two points that occur to me after attending the AGM and reading the newsletter . Firstly no one got back to me with details of copper tape /MDF tracks and how to construct them. Any hints or tips would be use full to me and others.

It occurred to me the other day that the old RX motor is all but obsolete does any one have the tooling or plans to construct spares for this motor or will all early models eventually be condemned to being static models. For that matter how was the carbon bush attached to the brass plate so I could rebuild the bushes for say Formula Junior motors?

To the writers of race reports such as the Medway clubs in last issue. Could you please give a little more detail of who raced what, how many somersaults before they fell to the club hall floor what was that JAMMIE overtaking move, rather than just lists of names and places. Perhaps you could tell us what the differences are between class A, B and C?

Regarding the Goodwood event . I intend to be there what ever and would be happy to help out for some of the weekend . My query now regards what cars do we intend to run for that weekend. Period cars I assume as that is the whole emphases of the event but I do hope we will not restrict ourselves to one manufacturer or to cars that where current on or pre 1966 as our choice would be a little limited. I am also assuming that the club is not planing to purchase said cars for the event or is this so? I am in no way trying to have a go at Clive but we have very few issues of this newsletter to go before the day.

Yours,

David C. Sykes

David,

There just has been no response to your plea for information, it is not an Editorial 'black hole'! I believe the Team Slot RX motors will fit the early Scalextric cars, as will locomotive engines if the shaft is shortened a bit. Don't know about the brushes though, I have soldered them on, but it is fiddly.

There is an art in reporting race events, David, and unfortunately very few people have it, but I think you are in a majority of one in requesting a second by second report, boring and v e r y long.

As to the Goodwood event, well you will have to talk to Clive direct about that as I have no information at all, but I do agree that as many different representative cars as possible should be on show if not actually used, as that way the breadth of our club can be shown.

SCALEXTRIC BRINGS THE ACTION OF NASCAR RACING TO THE FANS

BY VAN COX

FROM THE INTERNET JUNE 29, 1999

To the thousands of die-hard toy collectors around the world, scale model auto racing sets represent part of the hobby's Holy Grail - enjoying equal status with such standards as electric trains and Barbie dolls. And when those race sets feature authentic-looking replicas of some of NASCAR's top machines, the result is a product that not only serves as an enjoyable pastime, but also rates as a bona fide collectible by anyone's standards.

With that concept in mind, Scalextric-USA is set to release two challenging new NASCAR-licensed model race sets this year. Headquartered in Tacoma, Wash., Scalextric USA imports and markets 1:32 scale model race sets manufactured by Scalextric - a British-based division of Hornby Hobbies Limited that has been the industry leader in the slot car racing in Europe for more than 40 years.

Scalextric will unveil "NASCAR Speedway," its first offering of 1999, at the July 3 Pepsi 400 in Daytona. "NASCAR Speedway" is a triangular tri-oval that resembles Pocono Raceway.

In October, Scalextric-USA will release "NASCAR Superspeedway." That version implements a more "true oval" configuration. Each set comes with a pair of cars. The two sets can be combined to allow four-lane racing, with the "NASCAR Superspeedway" providing track for the outside lanes.

A quartet of Ford Taurus replicas make up Scalextric's newest starting line-up. Featured cars are Mark Martin's No. 6 Valvoline car, Jeff Burton's No. 99 Exide ride, the familiar No. 94 McDonald's mount of Bill Elliott and Rusty Wallace's No. 2 entry - without the Miller logos, of course. Additional drivers will be incorporated into the roster in the future.

Every car comes with its own plastic

display case, allowing the electric-powered miniature racer to double as prized show piece. Thanks to precise tooling and tampon-printed graphics, the authenticity of these cars is most impressive - a fact that is sure to make them a hit with NASCAR fans.

"They are so accurate in detail that some of the people at Roush Racing actually thought they were die-cast at first glance. Slot car racing is huge in Europe. I think the reason it has not realized its full potential in the U.S. is because, until now, no one has focused on NASCAR and no one has built cars with this much authenticity. We think that our involvement with NASCAR and the quality of our cars will go a long way toward generating interest in the hobby," said Alan Smith, CEO of Scalextric-USA.

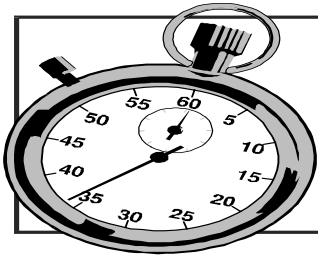
Pontiac replicas will be added to the Scalextric stable later this year, followed by the 2000 Monte Carlo in the new millennium. The firm has produced several driver specific Thunderbirds and current generation Monte Carlos over the past few years, plus a generic black Monte Carlo. Some of those are still available for purchase.

Scalextric model race sets are competitively priced. For example, "NASCAR Speedway" sells for a suggested retail of \$179.95. That includes two race cars and over 20 feet of track. Individual cars sell for \$44.95 apiece.

As Smith is quick to note, Scalextric's line of NASCAR themed model racing sets provide fun and fascination for all ages.

"They are for everyone from four to 94," quips the witty Englishman. "But if you are 95, we'll still let you play. Seriously, our model racers provide great entertainment for the racing enthusiast who can never be Bill Elliott or Mark Martin. It's much better than a video game because, when you are through playing, you still have a beautiful car to display as a collectible."

Scalextric NASCAR racing sets will be available at hobby shops across the country. For information on the dealer nearest you, contact Scalextric-USA at (253) 572-0530.



Performance Report

REPORTS BY ALAN SLADE

NINCO 70200 MOTORSPORT BEARINGS.

The only way to test tune-up goodies is to bolt them on and see what happens. In this case strip the axle down and change the bearings and try again. The control car I used was a Ninco Audi A4 that, apart from the braids, is standard.

I wondered what the difference in weight was between the standard brass bearings and the replacement ball race bearings. The answer is half. A brass bearing weighs in at 0.6 grams and a ball race bearing 0.3 grams. Largely, I suppose, due to the use of plastic for the bearing housing.

This plastic housing will also cause some problems in that the shape is totally different from the original brass bearings and to fit them properly I had to cut some of the chassis rib away so that the axle could seat properly and not load up the bearings.

Test results.

Original bearings

| | best | ave | total | |
|---|------|------|--------|--------|
| 1 | 4.94 | 5.58 | 139.5 | |
| 2 | 5.05 | 5.19 | 129.75 | |
| 3 | 5.21 | 5.32 | 138.25 | |
| 4 | 5.16 | 5.28 | 132.0 | 539.50 |

Motorsport bearings

| | | | | |
|---|------|------|-------|-------|
| 1 | 5.00 | 5.16 | 129.0 | |
| 2 | 5.00 | 5.14 | 128.5 | |
| 3 | 5.10 | 5.4 | 135.0 | |
| 4 | 5.10 | 5.62 | 140.5 | 523.0 |

As can be seen not a lot of difference in overall times. The real benefits of fitting the Motorsport bearings will be in endurance events where they should, if properly maintained, save on pit stops to cure car hopping due to worn bearings. But there will always be the problem of worn gears unless metal crownwheels are fitted as well, and the best would be MRRC brass bevel sets provided the backlash is set up correctly.

SLOT.IT V12 MOTOR 'SPANISH IN-LINE'

I was very taken by the range of Slot.it products on display on the Monarch Lines stand at Toyfair in January and this is my first chance to try one of them out.

When I say one it should really be two, as the V12 replacement motor comes with an 8 tooth pinion instead of the usual 9 tooth version found on Ninco NC-1 motors. This will obviously have some effect on the overall performance figures as the gear ratio with the V12 motor is 3.375:1 as opposed to the standard 3:1. As my test track is short and twisty this should work to the advantage of the motor, allowing better acceleration out of the corners. On tracks with a long straight or many high speed sections it might not show up quite so well, necessitating a change back to a 3:1 ratio.

The car used for the test was a Ninco Audi A4 with the only changes from standard being different braids and Motorsport rear axle bearings.

On powering up the motor I was immediately impressed by the sound of the motor and the way it buzzed very purposely (slot.it guarantee greater than 24,500 r.p.m. at 12V), and the braking effect of the motor.

Once on the track the car was totally transformed from the mild mannered but very predicable car it had been to a bit of a hooligan. Hit the throttle and the rear wheels span and away it went, snaking slightly if the throttle was applied rather indelicately and the stopping was very impressive. Because of the short nature of my test track I never got the car flat out but it was none the less a very exciting drive!

My best laps times were 4.67; 4.67; 4.84 and 4.83 with a totaltime of 514.5 seconds.

To really appreciate this motor the car needs to be set up properly, so watch this space.