

Editor
Alan Slade

N S C C

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

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Well here we are again, the end of January and time for Toyfair. This year I hope I manage to load the film in my camera properly as I have been promised that there will be plenty to get excited about!!

I still think that it is a great pity that Hornby Hobbies will not have any presence there again this year. I understand all about the London showroom and the costs involved in attending a show, but it is all too easy to be forgotten by people if you do not keep showing your face.

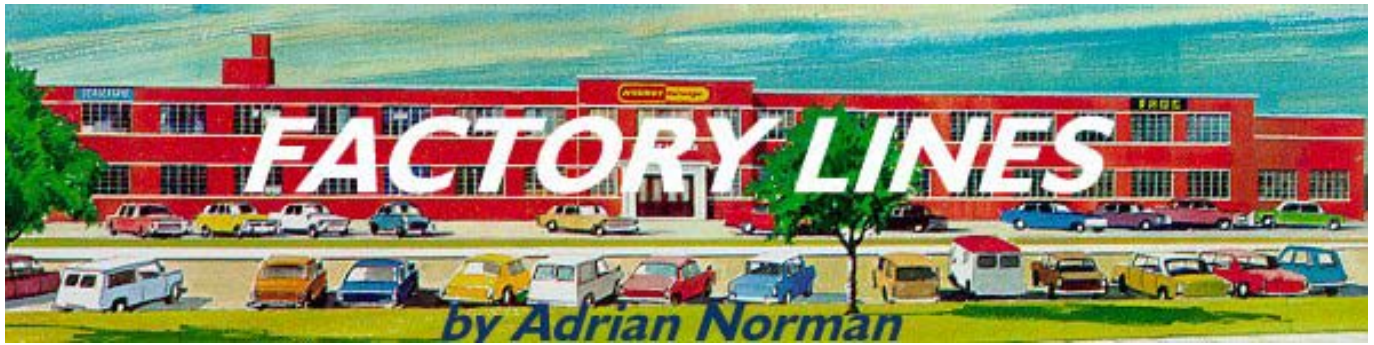
On that subject, I understand that there will be lots of face showing on one stand in particular on Press Day. I have been invited to show mine as well (face that is) but unfortunately I cannot due to work commitments.

Which brings me neatly to my next point - only seven more issues before I retire. It sounds a long time but it will soon be here, the March issue is well under way and I am working on the rough layouts of the April and May issues. I have been sent an article with colour pictures for a centre spread, but I need more and soon as the earliest that can go in is now April, but more realistically May, so get those cameras clicking and the articles to me ASAP.

Recently I have been asked why there are no articles on profiles of club members, better race reports(!) with in-depth profiles of the winning 'standard' car (complete strip down with photos and all modifications, etc.), articles on home tracks and more. The simple answer is that no one writes them!!! May I respectfully suggest that members who want to see different things in the newsletter try to do something about it. The Editors job is to edit, not act as a roving reporter. I am outnumbered 1200:1 so surely there are some members who can help.

Off my soapbox now, enjoy MK.

Alan.



Exciting news from the new Scalextric product line for 1999:

The C2194 TVR in plain purple is due for release by the end of January. The other livery for the racing TVR will be released in the 3rd quarter depending upon the livery decided upon by TVR for their Le Mans entry. The Mercedes CLKs will be out much later this year. Hottest news, though, is the announcement of Lotus 7 and Caterham cars. Both cars will be distinctly different reflecting the development of the full size cars over the years. The Lotus will have a plain bonnet and long body length mudguards whilst the Caterham will have a louvered bonnet and 'bicycle' mudguards among other detail changes. There are a few more Porsche GT1 re-liveries amongst the Diablo and F40 variants.

On the touring cars side there is a newcomer to the pack, a Honda Accord - I'm looking forward to see how it looks and performs on the track. There will also be a clutch of F1 re-liveries plus a new one yet to be announced. On the rally scene there will be a two Ford Focus cars and re-liveries of the Corolla and Impreza. Possibly the most interesting of the above are the Lotus & Caterham cars. Hornby have shown me a pre-production mock up and I can report that they are very small. The engine is in the front with a short drive shaft to the axle. The under-pan is more of a chassis than a pan and a full-length driver completes the model. I can see a Lotus/Caterham series being run at our slot car club! The Caterhams will also be available in a set.

C2K LIST:

This C2k listing will get you up to date with what is and what may be available.
 C2081 MERCEDES CLK LM GT1

- C2082 MERCEDES CLK LM GT1
- C2135 CHEVROLET MONTECARLO NASCAR 'KODAK'
- C2136 CHEVROLET MONTECARLO NASCAR 'KELOGGS'
- C2137 JAGUAR XJ220 NSCC 200th Edition
- C2140 SUBARU IMPREZA road car, plain burgundy all over colour. (also available in C2118 boxes).
- C2141 FORD TAURUS NASCAR - EXIDE BATTERIES - JEFF BURTON - No. 99
- C2142 FORD TAURUS NASCAR - McDONALDS
- C2143 FORD TAURUS NASCAR - QUALITY
- C2144 FORD TAURUS NASCAR - PRIMESTAR
- C2146 FORD TAURUS NASCAR - VALVOLINE - MARK MARTIN - No. 6
- C2147 FERRARI F40 - CELTIC
- C2148 FERRARI F40 - RANGERS
- C2149 FERRARI F40 - NEWCASTLE
- C2150 FERRARI F40 - LIVERPOOL
- C2151 FERRARI F40 - ARSENAL
- C2152 FERRARI F40 - CHELSEA
- C2153 FERRARI F40 - SPURS
- C2161 WILLIAMS FW20 No.1
- C2162 WILLIAMS FW20 No.2
- C2163 AUDI A4 'EUROPEAN'
- C2164 BMW 'MANSELL'
- C2165 OPEL VECTRA 'TNT'
- C2166 RENAULT LAGUNA 'BLEND 37'
- C2167 RENAULT LAGUNA 'ULTRON'
- C2168 BMW 'CASTROL ITALIAN'
- C2169 BMW 'EURO ORIGINAL'

C2170 FORD MONDEO No. 55
 C2171 FORD ESCORT 'Works' No. 7
 C2172 HONDA ACCORD 'Works'
 C2173 HONDA ACCORD 'Japanese'
 C2174 FORD ESCORT 'Works' No. 8
 C2175 FORD FOCUS 'Works'
 C2176 FORD FOCUS 'Works'
 C2177 SUBARU IMPREZA 'STOMIL'
 C2178 TOYOTA COROLLA
 C2179 WILLIAMS FW20 1999
 C2180 WILLIAMS FW20 1999
 C2181 JORDAN F1 1999
 C2182 JORDAN F1 1999
 C2183 F1 (tba)
 C2184 F1 (tba)
 C2185 CHEVROLET MONTECARLO
 'SKITTLES'
 C2186 CHEVROLET MONTECARLO
 'HOTWHEELS'
 C2187 BENETTON B193
 C2190 PORSCHE GT1 'IBM'
 C2191 PORSCHE GT1 'PLAYSTATION'
 C2192 LAMBORGHINI DIABLO
 'VALVOLINE'
 C2193 LAMBORGHINI DIABLO 'SV'
 C2194 TVR Speed 12
 C2195 TVR Speed 12
 C2200 LOTUS 7 CLASSIC No. 1
 C2201 CATERHAM 7 CLASSIC No. 1
 C2202 PORSCHE GT1 '100+'
 C2203 SUBARU IMPREZA (Issued for
 SCALEXTRIC RACER members.)

C2204 McLAREN MERCEDES MP4/10
 SHAKE DOWN CAR, No. 7
 C2204A McLAREN MERCEDES MP4/10
 SHAKE DOWN CAR, No. 8
 C2229 PORSCHE GT1 'PARAGON'
 C2230 LOTUS 7 CLASSIC NO.2
 C2231 CATERHAM 7 CLASSIC NO.2

As you can see there are a lot of cars to consider. As usual, do not expect to see any Ford NASCAR racers on general sale in the U.K. New cars or car liveries on the above list are subject to change of course and the list should only be viewed as an indicator of what may or may not finally be produced.

If you have any queries please contact me (email is quickest!).

Hornby/NSCC Special Weekend for 1999.
 I am currently working with Hornby to get this event repeated again for this year. More news to follow.

Your free Jaguar XJ220 car is waiting for you.

Have you have missed the items in the past Newsletters about your free car? If you were a member in March 1998 then you are probably entitled to a free Jaguar as pictured on the front of the November issue. Check out last months Newsletter for details on how to claim them. **If you do not wish to claim yours please let the committee know.**

I am constantly being asked how the newsletter is produced and how people can send me copy for it.

The answers are as follows: The newsletter is produced on an IBM compatible PC using PageMaker and I also have Lotus SmartSuite and MS Office. Graphics are dealt with using CorelDraw and Paint Shop Pro so this means that I can handle most things.

If you have a different package see if you can save it as .TXT .RTF or something similar.

My preferred method of receiving copy is via e-mail at editor@nscc.co.uk as this way it arrives directly on my machine and is very easy to cut and paste into the newsletter. If you do not have access to e-mail then copy a disk will

be OK (please make sure it is formatted for an PC though).

Typed copy is OK with a clear 12pt type face to make scanning more reliable, and Faxes are again OK provided that there are no pictures and the print is at least 12pt (Arial or Swiss seems to come over best on the Fax and preferably 13pt +) This is just to make the scanned result more reliable, not because I want lots of pages of Fax!

If all else fails, then hand write it, but legibly please!!! Large or long handwritten articles will go in but as it takes me around a couple of hours to type up an eight page article they have to fit round my schedule as I cannot just do it in a odd 5 minutes.

NINCO news

I received 50170 Toyota Corolla 'No. 2 Sainz' and 50171 McLaren F1 GTR 'TAG Heuer' just before Christmas. These are as you would expect repaints of existing cars .

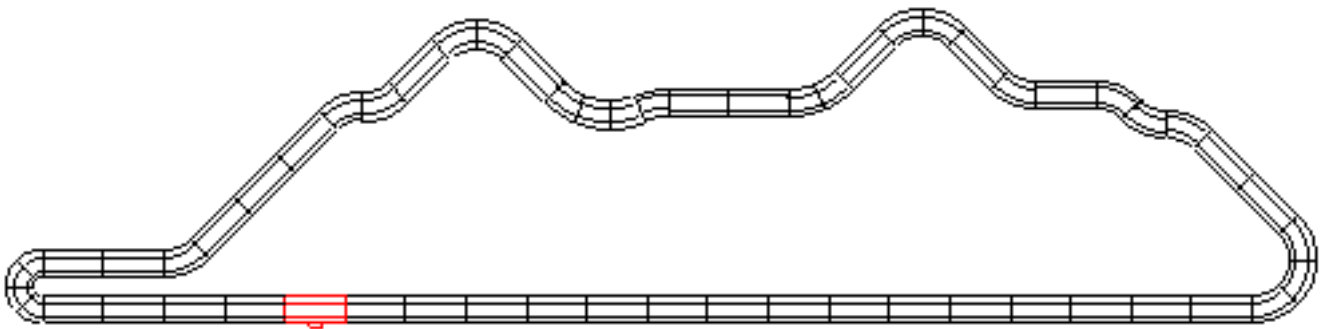
To me the McLaren is probably the nicest looking of all of them being a plain 'gun-metal' grey with TAG Heuer and the corporate badge on the sides just in front of the rear wheels and the black rear wing, and a small badge on the front air intake scoop. The interior is essentially black with just the 'dashboard' area a light grey. The air vents are black. Otherwise the car is as normal with a centrally mounted driver with white overalls.

of the roof, and Toyota, Castrol and MoviStar logos. The roof air intake has a yellow band on it.

Not knowing the exact event this car took part in, but as there is only a 'driver' in the car in Toyota red overalls, it would seem reasonable to suppose that it is a Toyota/Castrol Rally Sprint type of event. This would seem to be borne out by the paper insert which is different to the normal 'rally' insert, again with the new logo on it. I like the car and, whilst not setting the world on fire, I found it a rewarding car to drive. When I get my new rally track built then I can test it properly on a one shot do-or-die basis!

Trackmap V.98 track design software. Not sure if this is a Microsoft type numbering or there have actually been 97 others! If it is the latter then I must say that they have either not listened to what people must have told them (Microsoft again!!) or not learnt from their mistakes.

There is one other mystifying problem in



The first track I managed to design which is intended to go on the patio for a major test session.

Power is via the trusty NC-1 motor with magnet just behind the front axle.

The packaging is slightly different in that the paper base is a representation of Tarmac with the new triangular corporate logo centrally printed at the front. Whether all road/racing car boxes will feature this remained to be seen.

Being a Ninco McLaren performance is good and it is a very raceable car should you want so to do. For me it might just be a show car, or then again with the addition of yellow flashing lights it will make a nice 'Safety Car'!

The Toyota is basically plain red with longitudinal multiple white stripes on both sides

that whilst the programmes work on my personal computer, they sure as hell don't on the club computer. They are both Pentium machines with ginormous hard drives, tons of memory and fast processors although they do have different makes of processor in them. Strange!

I will give them the benefit of the doubt for the time being in that as all the installation instructions were in Spanish I might not have got everything in the right place. Maybe V.99 could be produced in English as well as Spanish?

Members letters



6 St. Johns Court
Goole
E. Yorkshire
DN14 6BQ

Dear Alan

I was about four or five years old when I first made contact with Scalextric. One Christmas my parents bought a Blowout set (No 40 I believe) for my two older brothers and myself. This one act was to sow the seeds of an addiction that was to surface with a vengeance over twenty years later. My parents sold the blowout set after a year or so with the explanation 'as it was always going wrong' as their reasons for disposing of the aforementioned set. This did not go down well with their youngest offspring (me!) as I reminded them of the fact on numerous occasions afterwards. Consequently, this effectively stopped any involvement with Scalextric for many years.

The years pass, I serve an apprenticeship and qualify as a fitter with what at that time was called the Central Electricity Generating Board. I discovered motorbikes, designed, built and raced my own formula two sidecar and won our local club sidecar championship with it. Girls had entered the equation at this time and my decision not to spend any more of my own money going racing curtailed the world championship career (!) to a national meeting at Olivers Mount road circuit which used up the last of my sponsorship money. The side car outfit was sold, got married, got kids and got the best excuse to go buy a box of second-hand track and a couple of battered cars little did I realise I was about to be bitten very hard indeed and it shows no sign of abating.

My favourite circuit when I was racing was Cadwell Park in Lincolnshire (surely the best track in Britain) and so I plan to build one in the attic, when I get time. Meantime back to the present, I have been reading Roger Gillham's book and looked with envy at all the track accessories that were available way back. This prompted me into thinking how to manufacture obsolete/new designs of track. I have an example of the hillclimb turn and upon looking at it I discovered that by cuffing the outside lane off a pair of standard curves one could make the 'Y' shaped pieces necessary. To complete the loop two half straights and six standard curves would be necessary (these pieces of track do not have to be butchered). At the moment one of my 'research' projects is developing the equipment to plastic weld the cut sections of track together using plastic welding rod made from redundant C187 banked curves (you make the rod by cutting up the track and feeding it into a hot glue gun).

This opens up the possibility of making such things as Le Mans type start track, pitstops, obstacle track (the hill climb turn can be used back to back to make a very good 'tree avoidance' track. As if a trees or bollards were in the middle of the road). Interesting or what?

Has anybody got, or can photocopy for me the first two trackplans booklets, I would be very grateful and would pay costs accordingly.

Yours Hooked,

Peter Shand

14 Oakwood Close
Benfleet
Essex.
SS7 5SB

Dear Alan,

I've been doing some conversions from full size car measurements to 1:32 scale recently and have found a little problem!

Toyota Corolla 13' 5.5" long and 5' 10.5" wide. In 1:32 scale that works out as 5.0625" by 2.1875" (128.58mm by 55.58mm for non-imperialists). The Ninco version is exactly the right scale, the SCX version is OK but a little longer (0.625" / 1.58mm) and the Scalextric version oh dear!

Could Hornby Hobbies explain their car is shorter and thinner than the full sized car? 4.875" (13' 2") by 2.125" (5' 8.5"). "Picky, picky.", some of you might say, "it's only two or three inches" (maybe its the cold weather) but this car is supposed to be an exact copy (Toyota CAD data). Why is it that every photo of the real car looks like the Ninco, SCX and Tamiya radio controlled version?

Yours,

Graham Smith

One Ock Meadow
Stanford in the Vale
Faringdon
Oxon
SN7 8LN

Dear Alan,

I have re-joined the NSCC - a club which I co-founded with others so many years ago. Talking recently to Robert Bott I was delighted to hear that so many of the original enthusiasts are still members and actively collecting and racing.

The 4th edition of my Scalextric book as you all know has recently been published and due to restraints placed on me by the publishers it really is only a modest up-date, even inserting a few new items of text and additional listings actually creates a lot of work for the publishers, I don't think that when the book was first introduced it was put on computer.

I am certainly very conscious that I am not up to date on many issues. However, I am pleased to advise that I have persuaded the publishers to do an entirely new edition (probably in year 2000 now) and I would like to do this in conjunction with the members of the NSCC.

I would be grateful that if members have spotted errors, new material etc that they advise me. I would like to include quality photographs of possibly Scalextric race circuits, etc. I will need to have pictures of any Scalextric NSCC limited editions I have missed and any other rare colours found etc. details of other models found made in France, Mexico, how many now have original Bugatti's? - Adrian Norman has also promised to assist in his capacity as Factory Liaison Officer.

I have been sent a copy of the 200th anniversary magazine which I must say is excellent. Actually some of the articles prompted me to go back a few years - first I must apologise to Graham Smith

who sent me ages ago a colour photograph of the very rare Tiger Special (made in USSR) in yellow - this will appear in the next book, I promise.

I was the NSCC Factory Liaison Officer when the NSCC was formed - due to preparing the material for the 1st Scalextric book I was a very frequent visitor to the factory and built up an excellent relationship with the then marketing manager, Tom Farmer and also Richard Lines, one of the original Lines Bros. This relationship assisted in me obtaining dozens of unique models in varying colours, chrome plated models etc - all of which Paul Whitehead now has. Paul must have by far the most comprehensive collection of original models and 'factory specials'

This relationship with the factory extended into me assisting with some of their publicity and marketing - I did a Brands Hatch promotion day for Scalextric and also two London Weekend Television shows. One a Telefon where I ran a Scalextric race competition at Wembley Stadium (for charity) which John Surtees won and the prize was a £1000 diamond - the sponsors were Simonize 'Diamond' car wax!

Actually I now have a confession to make, after many years of keeping quiet - Scalextric provided a new lap counter for my use at this TV event but it did not always work ! - the racers were well known personalities, including Ronnie Corbett, Spike Milligan, Gerald Harper, John Surtees etc - there were so many crashes and the pretty young ladies marshalling were not very good so I had no idea who really had won the final, they all thought they had won, I nearly had a mini riot on my hands - Scalextric racing can provoke some antagonism. I knew John Surtees from my motor sport insurance business - guess who won!

The other was on a children's Saturday morning TV show where I gave a small talk (dreadful now looking back) on Scalextric with a tiny track that the two presenters tried to race round - the only highlights I remember being that I had my own 'artistes' dressing room and on the same programme were 'Bucks Fizz' and Sylvester Stallone ! - I actually got paid £25.

May I also put the record straight with regard to some 'limited edition' comments made by Phil Egart in his article. Actually I instigated the NSCC limited editions being the Factory Liaison Officer - this was some time before Steve de Havilland came onto the scene. Scalextric were really not that co-operative initially and although I persuaded them to do current models in a different colour I had to arrange for the NSCC logo to be done elsewhere and used as a transfer. They certainly were not given 'C' numbers.

Eventually Steve de Havilland started trading Scalextric and took over from me. Memory dims, but I think it started when Scalextric produced far more Datsun 260Z models than I ordered for the NSCC limited edition and Steve took the rest and sold them commercially.

On the racing front, must be late 1970's I remember going every week to Roy Charlesworth's Dance Studio above the cinema in Wood Green, London - what a fag putting the circuit up each time. Once we held a hillclimb with single track going right up the stairs ! We were very insular in those days, the main racing scene was in London but later we had many race days with the Petersfield mob. On one occasion in 1982 I was promoted to UK Team Manager for a Scalextric promoted race event at the factory against a team from Trinidad & Tobago.

There was certainly a difference in collecting for the early enthusiasts - shops then did not sell older

Scalextric, there were no dealers, no NSCC. We put adverts in Exchange and Mart and usually every week someone would ring and sell us a suitcase full of unwanted Scalextric. Also quite a number of model shops had mint boxed older cars on their stockroom shelves unable to sell them ! - the shelves were soon cleared - I remember getting quite large numbers of Austin Healey's, Triumph TR's and other models from shops as out of date stock at clearance prices.

I think the most exciting phone call was from a publican in Essex who rang and said he had some large Scalextric for sale, was I interested. Was I - the next day, sod work, I was in outer Essex. The publican had purchased some years previously the Scalextric Motor Show display of 1/24th track and 6 whole cars and many bits. There was at least 50 ft of track which I erected in a large garage at home, fully scenic complete with light triggered electronic timing - Luigi Ciaparelli had this off me eventually - is he still a member.

One last racing memory concerns a sports car open championship the Cheam Club organised - the rules allowed specials but racing on a Scalextric 6 lane (I think) track. One of my friends was good at scratch building cars and he built a team of 3 brass chassis cars, sidewinder cobalt engines etc - but each car had an enormous magnet glued to the chassis - you could put the car on a piece of track, turn it upside down and it would stay put. We won of course 1st, me 2nd and the other team car 3rd. After that 'ground effect' magnets were banned - this pre-dates 'magnatraction' by many years. (However, I did show the cars to the factory at the time)

Please do advise any material (and errors) you think may be of interest in a new edition of the Scalextric book.

Roger Gillham
tele/fax 01367 718411

84 Park Road
Brentwood
Essex CMI4 4TU

Dear Alan,

Many thanks for the Christmas Competition no.2 prize of the Vauxhall Vectra, fortunately a car I did not have.

Although I didn't have a clue about the actual event I figured a light hearted story would be welcome at this time of year, and never expect to win anything.

Thanks again and keep up the good work. Perhaps the next special club model could be an Eddie Stobart artic.

Yours sincerely,

John Burns

7 Bloreng Road
Abergavenny
Monmouthshire
NP7 5TA

Dear Alan,

Just a short note to say thank you very much for the gold Viper from the Christmas Competition. I was at Le Mans last year when Justin Bell won his class and the atmosphere was tremendous, he was close to tears when Radio Le Mans put him on the telephone to Derek in Canada. It was a special moment.

I wish I had known about the Teng Tools 24 hours, we would have paid them a visit just to show support for the teams. Having taken part in two 1:32 24 hour races I have some sympathy for them!

At Le Mans last year we ended up in the Caterham / Lotus 7 Owners Club marquee complete with Blues band and very large screen TV, and as I am planning to go there again this year if the rumours are right I'll be able to take my Scalextric Caterham in my pocket. Perhaps I should take some track and handcontrollers with me. The lads at Scalextric deserve a gold star for producing the 7. The racing should be really exciting if the full size series is anything to go by.

I understand my prize was supplied by Monarch Lines, so, Colette thanks very much.

Cheers,

Phil Barry

Rumours are correct, Phil. C numbers 2200, 2201 2230, 2231 due 2nd quarter of 1999 - just to late for Le Mans!

C8003 SCALEXTRIC PACER UNIT REVIEWED

BY PATRICK D.H. BEANE

“Apparently there isn’t an Electronic Lap Counter left in East Anglia, so I hope this will do for your Christmas Present.”

Well, at £30, it will have to then won’t it I suppose, is the suppressed mutter in reply. My four lane EURORING layout in the loft space needed some intensive track maintenance over the long break anyway, so I took the opportunity to break out one full straight section of hard wired track and inserted the starting grid and lane numbered tampo printed track length with the permanently attached electronic unit.

I dug out a C920 16v Powerbase type wall mounted transformer and two plug in handsets. I had toyed with the idea of putting braking onto the layout, but as with the powerbases this is not possible, and neither is changing the direction of travel, with the unit facing you, the cars travel right to left. It also operates as a standard powerbase allowing two lane racing.

Average lap times for my 15m layout are around the 7 second mark, (it is quite twisty,

and there is not a lot of grip left on the old Plexitrac bends) so well within the 10 seconds limit for the electronics inside the pacer unit to record the voltage changes. Just in front of the grid position number 1 is the sensor that is depressed when you pass over it upon starting a lap. In programme mode, an indicator light illuminates while it is recording a series of laps, pressing the stop button halts the recording process. In Race mode, the same car is put on the starting grid and after about 3 seconds the neon indicator goes out and the car moves off ‘on its own’. At this stage one is meant to set the fine control knob to the desired level to allow the car to stay on the track.

Well I’ve tried, goodness knows I’ve tried, with early magnatraction cars, and later models (Jordan F1, Laguna etc), and whatever level of fine control I use they still deslot. Admittedly I have tried to set a reasonably competitive lap time for me to race against, so my throttle movements may be of a nature that Hornby have not recommended, (ie gentle), but no car has made more than half a lap succesfully, so I can not really recommend the unit as an aid to competitive practice.

In theory it will give up to 99 laps of challenge to you, mimicking your best lap set over the recording period, and then storing it in back up memory until you start to record again. It is compatible with both C8045 Electronic Lap Counter/Timer and C8002 Pole Position Sound Centre.



HOW I GOT STARTED

BY RUSS SWIFT

My first Scalextric set was received for Christmas 1961. It arrived by mail order direct from Havant Hants weeks before Christmas, It was supposed to be a surprise, but I knew enough to know where Scalextric was made. The suspense until Christmas day was unbearable. It was set GP3 - 2 Lotus 16s,

At the time we lived in a tiny terraced house and the track occupied most of the living room. Drawing the curtains was a very delicate operation.

Over the next three years a Lotus 21, Vanwall, Ferrari 156, and C72/73 Formula Juniors were added to the stable.

In 1964 a Revell Corvette kit was given to me as a present. This was the business!

In 1965 some friends and I joined the local Slot-car club and discovered life beyond Scalextric. An MRRC Indy Novi was purchased, extra side plates fitted to the motor and plasticene ballast added. Later an AMT Studebaker Avanti was built using MRRC running gear for the saloon car class and then a Mustang fastback with a vac-formed body.



Top performance equipment was all out of my price range. I remember looking longingly at Pittman motors wrapped in tissue paper and Cox white tyres beautifully presented in sealed cards.

By 1968 the hobby had grown out of all recognition. Bodies resembling something that you would nowadays buy sandwiches in at a petrol station, goop and highly sophisticated and expensive to build chassis gave the projectiles characteristics that

bore little resemblance to a motor car and Scalextric was frowned upon. I was loosing interest.

One of the friends with whom I had joined the slot car club, whose slot cars were always beautifully prepared, was at this time building a Cooper S rally car and was looking for someone stupid enough to sit alongside him - It was to be me. I quickly learned some basic map reading and proceeded to be thrown through hedges and over cliffs with much regularity. I became a very frustrated navigator and decided I would like to drive myself. As I could not afford to rally, I began competing in local Autotest competitions, which is where you drive around bollards and reverse between obstacles against the clock. I loved it! For the next 10 years I forgot all about Scalextric and slot cars until 1979 when my son was born and thought he should be given an earlier break than I should and be introduced to Scalextric at the age of 6 months. My old track was dug out of the attic and he was bought C134 Elf Renault and C136 Ferrari 132 that Christmas. He loved it!

It worked - by the age of 7 he was driving a half sized lawn mower engined car on two wheels as part of the display I had developed after being asked to show off my tricks mastered whilst Autotesting. During these 7 years I won the British Autotest Championship twice and attracted a local sponsor for the Vauxhall Astra Rally Challenge in which I came second and therefore won a

Works Rally Car from Vauxhall for the 95 season competing against Quatros, 6R4s, RS200s and Lancias on International Rallies

We now had a 50-foot track in the Attic and about 80 cars

In 1987 we met Alan Slade for the first time at a Truck Race meeting where we were performing. I think Alan was running a Scalextric circuit for Leyland Trucks but I did not discover the NSCC until 1992 when I happened upon Bill Bradley's stand at the Autosports Show at the NEC.

Since then my collection of cars has grown to over 600 models including Tinsplate cars, which I did not know existed until I joined the club. I can now afford to buy the items I only used to drool over. Although I am normally too busy in the summer, many hours are spent during the winter months shaving 100ths second off fastest times and improving my collection. I still get the same boyish excitement when I am able to find an elusive car. Pride of my collection are my original Ferrari 156, Lotus/Porsche Formula Juniors, an unopened Revell Corvette and a Pittman motor still in its box and still in its tissue paper.

If any one has any original Cox white tyres still unopened I would be pleased to hear from them. Mine turned into dust long ago.

I now travel the world driving cars of my dreams and being paid for it. But I get the same satisfaction in mastering the handling characteristics of a new Scalextric car as I do with a different car for my job. I have even been known to test the feasibility of some of the tricks I am asked to do using Scalextric. I was once asked to perform a barrel roll as done in one of the Bond films but they actually



wanted me to drive away as I landed (unlike on the Bond film). Going mainly on the results of me trying this on my Scalextric track I concluded that it would be virtually impossible.

I now realise the relevance of my experiences with Scalextric and slot cars. I am sure they have contributed to my understanding of vehicle handling characteristics, car control, and throttle control.

My current layout is set out on a table 17' x 8'. Lap length is 135'. Main straight is 13' 4" . The Col du Turini section rises to a height of 3' above the rest of the track. Timing/Lap counting is a Tomy unit modified to fit the Scalextric track and times to 100th of a second, gives fastest laps and counts to a maximum of 195 laps.

Scenery is mainly grass effect stolen from a local Greengrocers counter. Gravel effect is scenery paper for train sets. Buildings include all the 60s Scalextric buildings.

The circuit has been designed to provide maximum track length in the space available. Kinks/chicanes etc have been avoided and long wide corners have been used to promote car control and long spells of close racing.

The times below give a wide range of vehicles performances but are not necessarily the fastest car in any particular class.

SCX 60030 Ferrari 333SP 11.60 (magnet)

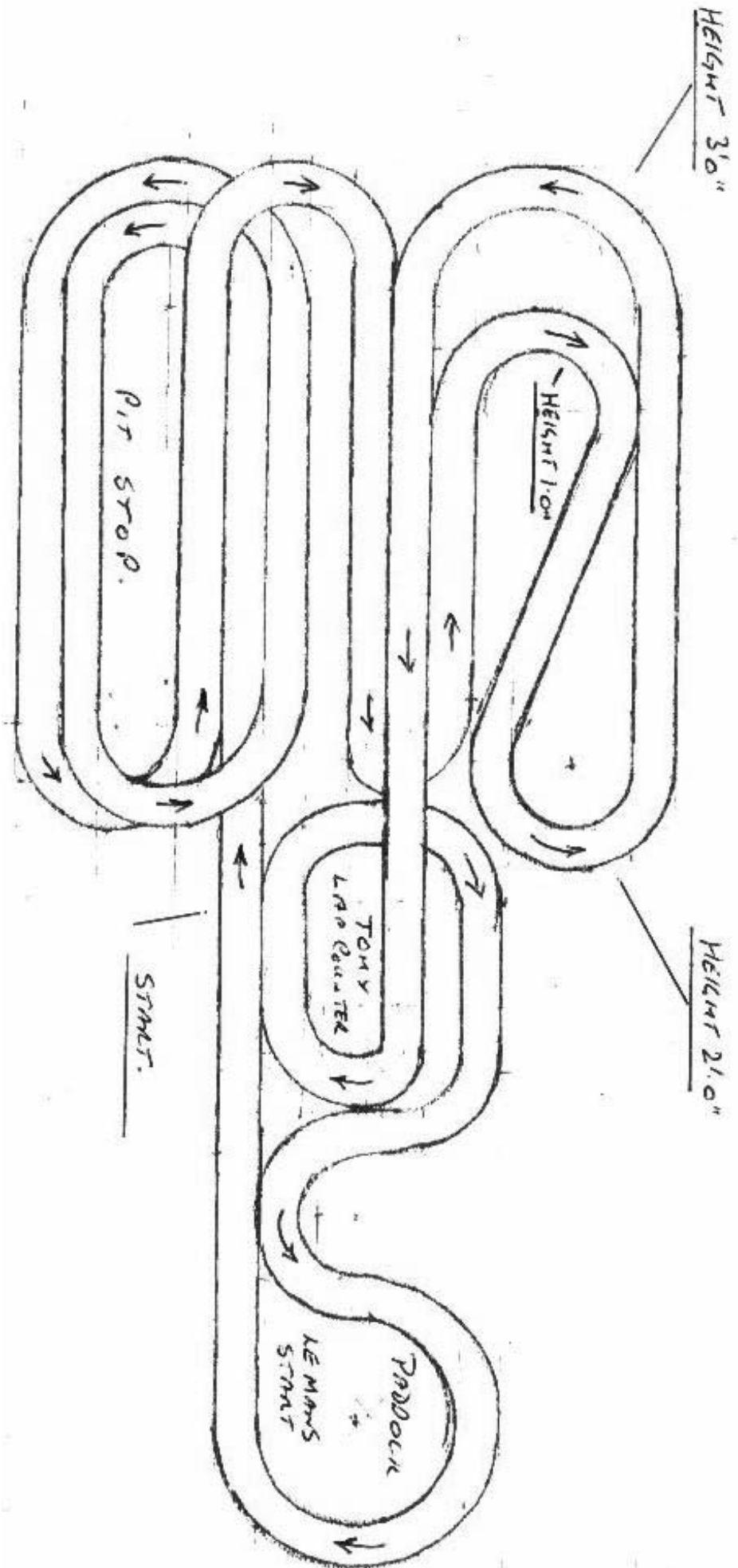
Fly A7 Dodge Viper 12.36 (magnet)

SCX SRS2 9314 Jaguar XJR 13.55 (magnet)

Scalextric C291 Ferrari F40 15.10 (magnet)

Scalextric C142 Benetton
 15.42 (magnet) SCX
 8349 Jordan 7UP
 17.43
 Ninco 104 Alfa Romeo
 18.06 SCX 7302
 Peugeot 405 19.76
 Scalextric C34 E Type
 23.17
 Scalextric B2 Hurricane
 29.46

SCX Ferrari is fastest but does not require much skill. I prefer the Fly Porsche 908, which needs some variable throttle control. Neither is as rewarding to drive as the SCX Jordan 7UP, Ninco Alfa and Mercedes and Scalextric Lancia Delta and RS200.



This is not one of Russ or Paul. I took this at Aintree in 1980, but somewhere in my archives I do have a picture of a young Paul taken at our first meeting at Donington demonstrating his stuff in the scrutineering bay. All will be revealed when I find it!!

A COLLECTORS GUIDE TO SCALEXTRIC SUPER 124

BY PHIL ETGART

If you ignore the slightly tongue in cheek comments, in a earlier article about go-karts, that in reality Scalextric first foray into 1/24th scale models was in 1963, then the real starting point for this article is two of three years later.

The American slot car market had always had a much broader mix of scales than the predominately 1/32nd models that proliferated in the UK market. One of the more popular scales in the states was 1/24th. The precise reason for this is unclear, but I would certainly sight US static kit manufactures as a starting point. The US kit industry grew up out of the companies producing

promotionals (scale models of each years new shape cars given away at US showrooms). It was fairly early on (around 1960) that one of the new US kit manufactures, A.M.T. first motorised some of their 1/24th scale static's. This particular system 'The AMT Model Turnpike' was not directly compatible to a Scalextric type slot system. As it was based on a motorised chassis running below the apparent track surface (broadly similar idea to the much later Jump Jockey sets). Inevitably other US kit manufacturers followed AMT's lead into slot car and home race sets (most notably 'Revell'), which in turn spurred other specialist slot car manufacturers to produce more specialist items in 1/24th scale.

In the inevitable search for better and faster slot cars, the American product began to cross into the

U.K. market. This was accelerated further by the development of High St. raceways "(A la US Slotshops) and by 1966/7 American product was selling in respectable quantities in the U.K. market. Tri-ang recognised that sales were beginning to be eroded by the arrival of US product (indeed from the peak in 1966, sales steadily declined into the 1970's). Many club racers viewed Scalextric as a toy, and not of any serious competition to the output of companies such as Cox and Monogram . Tri-ang's response was to take the US manufacturers on at their own game and enter the 1/24th scale market (Their entry into the HO market five years ago seemed to be a similar response to H.O manufacturer Tyco buying into the 1/32nd scale market through their acquisition of the Spanish base Exin operation).

In 1968 (catalogue 9) Tri-ang announced the arrival of its range of 'Super 124' models the



range comprised of four basic body styles, of which two existed in a small range of colours, offering a total of seven cars to collect. Additionally there were sets and a small number of Sundry items. The range of cars was limited to two GT's and two Grand Prix cars. The cars themselves were moulded in much greater detail than their 1/32nd counterparts, and the Grand Prix cars especially were absolutely stunning to look at. There was also a variation in the mechanics of the GT's with the addition of 'Active Braking' to the 'Ace' range of cars. This was operated by counterbalanced arms which under deceleration were thrown forward against the inner rim of the front wheels, aiding the braking effect. The range of models produced was as follows:

24C/100 Alfa Romeo G.T

Available in Blue, the most common model in the range, but in spite of that not that easy to obtain, the model itself was very true to life with nicely detailed wheel trims. The most vulnerable part of this model is the wing mirrors which are often broken or missing. It also suffers from lost wheel trims, and valances (in common with the E-Type). The Alfa was available in both sets and as a separate boxed item.

24C/101 Jaguar E-Type G.T

Potentially a beautiful model of a beautiful car. However the super 124 E-Type (especially the green & white 'Ace' versions) suffer from horrendous body warping. The bodies arch in the middle and the sides of the body curl up. Whilst this problem manifests itself in varying degrees it is virtually impossible to find a straight example. The 24C/101 E-Type was shown in the catalogue as being only available in green, but in fact exists in both green and the ultra rare red version. It is reasonable to assume that the body warpage problem, which is most acute in white 'Ace' E-Types, and hardly affects those handful of red E-Types, known to exist, at all, must be attributable to the mix of plastic used in the manufacturing process. The green E-Type exists both as a set car and separate boxed item. The very rare red Super 124 E-Type exists (to my knowledge) only as a separate boxed item apart from the warpage (which should not dissuade you from purchasing these rare cars). The other common problems with Super 124 E-Type's are small cracks in the leading edge of the roof, loss of wheel trims, door handles, exhausts and valances. All of that said, now that BTS manufactures all those replacement parts for these cars most examples are restorable!

24C/500 Lotus Indianapolis Special, 24C/501 Ferrari V8

This pair of Grand Prix cars as two of the most exquisitely detailed models ever produced in the Scalextric range. They beautifully represent the cars that raced during the previous season, and are a worthy centre piece of any collection. Unfortunately as with the GT's the more detail, the more loosaible, breakable parts there are, but again BTS have come to the rescue with most things, and whilst full sets of decals are not available, it is possible to obtain reproduction 'Ace' stripes, and racing numbers as waterslide decals (Not via BTS). These cars are highly prized and fairly valuable, but worth all the expense and effort of finding. They were available as separate boxed items only.

24C/602 'Ace' Alfa Romeo GT, 24C/603 'Ace' Jaguar E-Type GT

Essentially the same as the basic (24C/600 Alfa 24C/601 Jaguar) versions, differing only in minor details. Both cars were fitted with the braking system described earlier in this article. The Alfa was moulded in red (and looked stunning), and differs from the standard version in that it had a spare wheel & tyre added in the rear hatch of the car. The E-Type was moulded in white, and is unfortunately the most prone to warpage of the Super 124 range. The cars were available as separate boxed items only.

There was a choice of two sets. They both featured the excellent three lane wide track moulded in hard plastic (stays nice and flat like Airfix track), and featuring stainless steel rails, in order that you can use it outdoors (because of the space Super 124 circuits take up). One short sighted decision was to manufacture connecting pins in ferrous material (not stainless steel like the rails), consequently if sets were used outdoors the connectors rapidly corroded away. All sets came with track borders

and crash barriers. Details of the sets available as follows:

Set 200

Featured a 17 foot running length oval of the three lane track, 24C/100 Alfa, and 24C/101 E-Type Jaguar.

Set 210

Featured 28 foot running length figure of eight (including the excellent four part flyover), 24C/100 Alfa Romeo GT, and 24C/101 Jaguar E-Type GT.

In addition to the sets described Tri-ang also produced a range of six Super 124 figures available in two boxed sets of three figures as follows:

Set 24F/400

Featuring the drivers figures, one standing up, one leaning (as though onto car), and one running to a car. These figures were in white overalls.

Set 24F/401

Featuring three mechanic figures in light blue overalls. One bending over (as though over the car), one carrying a fire extinguisher, and one running with a small tool box.

These figures are very rare indeed. So much so that a full set of repro figures are now available. The box is even rarer. To date I have only seen one!!

Additionally there was a small range of track sections, borders, etc. available as separate boxed accessories.

One of the less well known and rarest catalogues is, the Super 124 catalogue that appeared in 1968 with the launch of the range (if anyone has a copy to selletc. !!) Soon after the launch of the Super 124 series the design department at Havant was tasked with designing and producing prototypes of the next two Super 124 cars, which were to be added to the range in 1970; as detailed in Malcolm Parker's interview with Frank Buckland who used to work in the Havant design department (see NSCC newsletter February 1994).

The next two models were to have been GT's, and it is believed that they were developed as far as the wooden mock-up stage. They were to have been models of the Lamborghini Mura (at that point immediately prior to its introduction as a 1/32nd model – was the bodywork reused for the 1/32nd car !?!) and an unspecified TVR.

In spite of Tri-ang's intention to take on the US 1/24th scale manufacturers at their own game, the market had moved on. By the time of the launch of the Super 124 range in 1968, the serious racer had moved on to Vac Formed bodies, sponge tyres and highly tuned motors that cost up to 10 times the price of a basic Scalextric car!!!!

Clearly the Super 124 series missed the mark as far as racers were concerned, and due to the sheer price of the sets and amount of space they occupied, Super 124 was largely ignored by the home market. What was a generally excellent product, consequently failed to sell in anything approaching acceptable quantity (indeed I found a set in a toy shop stock room as late as March 1996!!!).

The continued decline of Scalextric sales and the consequential closing of the Havant factory early in 1970, heralded the discontinuation of the Super 124 range. The development work on the Lamborghini and TVR was abandoned, and remaining stock was cleared out cheap via interested toy shops. Even then Super 124 proved hard to sell, (even at bargain basement prices), which was underwritten nicely in the mid 80's by a large quantity of blue 24C/100 Alfa Romeo's turning up mint boxed at a car boot sale in the South West of England.

However as appears to often be the case, the circle continues to turn and what was perceived as a range of delightful but largely unsaleable items is now a range of highly saleable but virtually unobtainable items (especially the two sets of figures). Perhaps there is hope for the Teenage Mutant Ninja Turtles yet!!!!

PRODUCT REPORT

BY ADRIAN NORMAN

C2194 TVR SPEED 12

Hornby Hobbies asked us to test the TVR Speed 12. The car was tested at the Viking SCC and on my home track. The feedback from the club members was very favourable.

Unlike the Porsche GT1, which by this time last year had already been made by two other manufacturers, the TVR Speed 12 comes to us

expense, with their own versions of the Porsche GT1. Whose car was better or worse was neither here or there, if it was on the shelf first, it would be bought first. That unfortunate scenario will not be the case this time though. Dare I say it? Yes, the Scalextric TVR will be first!

I think the European slot car manufacturers would not be bold enough to produce a car such as the TVR for fear of it being snubbed by European enthusiasts. After all, the TVR Speed 12 has not had much success at all on the racetrack, but it is one of those car types that nearly all of us hanker after at some time in our

lives. So what makes it special in this country? It has a wonderful English sports car heritage, they look great and they sound great! Well, have any of these attributes rubbed off on to its 1/32nd scale Scalextric



A preview of the model.... or is it a real one?

like a breath of fresh air. A year ago we waited impatiently for the first of the new breed of Scalextric GT cars. It had been announced almost twelve months prior to that. It was a long, long wait. Then, to those who hesitate, the inevitable happened. Other manufacturers were able to steal a march, and make a good many sales at Hornby's

car? Hornby asked me to test the new TVR Speed 12 on our wooden track at the Viking SCC to find out. Visually, this car will bowl you over. It is stunning. The detail is very good. Just take a look at the headlight clusters showing eight lamps on the front and, at the rear, six brake lights. There

are two separate rear valance/skirt body shell components that give added detail to the back of the car.

The underpan is perhaps more interesting for those of us who will race this car. The high power magnet is situated on the centre line of the car and has three positions for you to choose from. These are behind the guide blade/light bulb assembly, amid-ships and in front of the rear axle/motor assembly. This is an important part of setting up the car for the type of track you race upon. You can now have the option to have the majority of down force at the guide blade or at the rear axle if you don't like the neutral middle position.

But wait! Visual appearance? Magnetic downforce? Get to the main item, Adrian. Here it is, then. The engine is mounted across the underpan and next to the rear axle. The transverse motor drives a large cog (3:1 ratio) mounted on the axle, against the left-hand wheel hub! Of course, I'm far too young to know what this style of configuration is called, but our seasoned racer (Clive) will tell you that this is known as a sidewinder (and Clive is one, a seasoned racer that is!) and was very popular in the, err ... some time ago! (sidewinders, that is!). What I wanted to know was 'Is a sidewinder better than the now standard Scalextric inline configuration?' Our 'SlotMaster' computerised lap timing to a one thousand of a second should sort the facts out.

I raced 6 cars in turn for 60 laps on each of the 6 lanes to get a more than adequate sample of data. The cars I used can be seen in the table below. I took the best lap time for each car for each lane. This gave me 36 fastest laps. I awarded 1 point for the slowest lap, 2 points for the next quickest and so on up to the quickest lap that was awarded 36 points. The table below shows that Williams FW20 and Panoz were pretty equal to the TVR. Discarding the best and worst times also gave the same proportion of spread indicated in the table. All cars were tested as 'box standard'.

I felt that the TVR had a lot more potential given time and it is certainly fun to drive. It doesn't feel like it will come off the track and when it does let it's tail go on corners a gentle squeeze of the hand-controller brings it right

Car (all Scalextric unless noted)		
	Fastest Lap time	Points from all heats.
Porsche GT1	8.605	161
TVR Speed 12	8.787	136
Williams FW20	8.922	135
Panoz GTR1 (Fly)	8.741	129
Mercedes C9/88	9.275	64
Ferrari F1 (Ninco)	9.445	41

back in line. At this point I must mention the tyres because Hornby have surprised us again. The car is shod with a treaded pattern tyre and they are very grippy on our wooden track and on Plexytrack. Our concern was that when the tyres wear down about 1mm then the drive cog will rub its teeth along the track. The underpan is also improved at the guide blade mount to stop the guide unclipping and turning backwards.

Did I mention a full-length driver? Yes, the car has one, and a whole lot better for it too. The TVR has certainly the right type of build quality, looks and raceability that is needed to ensure Hornby's success.

In conclusion then, did any attributes of the life size car rub off on to the slot car version? I have to say, 'Yes'. Like the real monster the car looks absolutely stunning with excellent detail to the sculptured curves of this English muscle car. Like the not too successful TVR venture to Le Mans this year, only time will tell if the engine configuration is reliable. As proved in the timed lap tests, there is no doubt that the transverse engine layout does work but the cog on the axle may be prone to damage.

I have been in touch with the TVR Owners Club and many of their members are placing orders for their Scalextric model. I believe that Scalextric enthusiasts will also want this car in their collection or on their racetrack. It is a must. I defy you not to reach for your wallet when you see one in the shops!

Now, what other typical UK sports cars could Hornby possibly make next? There are lots to choose from!