

# NSCC

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

No. 202

January 1999

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**W**ell here we are into 1999 and only eight more issues before I had over the keyboard to someone else. These last three issues have been a bit exciting to say the least, so I'm looking forward to a nice quiet Christmas. I know that sounds funny in January, but it is still early December as I am writing this.

The club now has a new name, NSCC. The initials, despite being remarkably similar to those of our old one, are not a shortened form of anything and reflect the changing scene in the world of 1:32 scale model motor racing. The committee felt that we could best serve the membership by becoming independent and not seemingly aligned to any one manufacturer.

This has also given me the excuse to change the format of the inside of the newsletter as well. Many members have said how much they would like a colour centre section every month. This requires two things to happen. First I have to have a sufficient quantity of good quality colour pictures with articles and secondly I have to work two months in advance not one! The second cannot happen without the first, so its down to you.

Three winners this month but if only you had known that only 5% of the membership entered then I'm sure you would have done as well wouldn't you? This must have been about the best odds ever of winning some rather nice prizes.

I am looking forward to Toyfair at the end of January to see what goodies we are promised for 1999 and even beyond. You never know some manufacturer maybe really forward looking!! Some hope.

See you at a swopmeet somewhere.

*Alan.*

# NINCO news

At the beginning of December I escaped from all the usual end of year rush, renewals, membership cards, new covers, advertising rates, birthdays and anniversary (ours), and shut myself away to have a test session with the Jordan-Peugeot and the Mercedes CLK GTR

As I said last month both of these cars are in the new Motorsport range which means that they are fitted with the NC-2 motor and a different gear ratio. This in itself poses a slight problem for home users as the cars are not really designed for short circuits, but the bigger more



open club and commercial tracks. One suggestion I will make is that maybe Ninco should think about including rear axles in the boxes with different sized crownwheels as SCX did with the SRS-1 cars. Crownwheels with 22, 24 and 27 and maybe even 30 teeth would give quite a range of gear ratios which should suit all eventualities.

First out was the Jordan and after my rather less than enjoyable first outing with the car, I was determined to get it right and put in some very creditable laps with it this time. Alas, it was not to be. On three different parts of the circuit the cars behaviour was less than consistent. I tried all the usual things – braids, guide, axle mountings, body screws, steering location but

nothing seemed to make any difference. Just to be sure it was not the track, I put the Ferrari F1 back on and ran that round, and apart from the chicane, it ran very well indeed, not quite as fast and with maybe a little less magnet, but it was consistent and I could put in some quick laps.

Which brings me back to the Jordan. Either the steering is catching on something when it is running in the slot or it is just too light at the front, maybe a combination of the two. I must say that for now it has me puzzled, and I would welcome comments from members on their experiences with the Jordan on short twisty tracks.

The car certainly has potential recording a best lap of 4.01 secs, but one lap in 200 does not a race winner make. I have not dug out my faithful SCX Jordan from its resting place in the loft these past 4 years but I will do so over Christmas and give that a run round just to see how it performs.

On then to the Mercedes CLK GTR, This again comes in two versions the D2 and Warnsteiner cars both of which I like, but then again I like Mercedes and have waited a long time for these cars.

I reported last month how I had to change the rear axle because the gears were

making such a noise and that is the only change to 'out of the box' as all my tests are. As a car in the Motorsport range they come with the NC-2 motor and a stronger magnet which gives them plenty of grunt and ground effect but only while the car is following the grooves! On tight bends (of which my track is blessed with plenty) it is all too easy to get it wrong and go spinning off into the gravel traps. But after a few laps the correct technique of braking hard into the corner, rolling it through then powering it when it is pointing the right way is soon learnt. On a large circuit with sweeping bends this must be one awesome car.

The Mercedes did not suffer from any of the problems that the Jordan did running round

quite happily, so obviously there is some problem with the Jordan. Race times for the Mercedes were as follows;

	One	two	three	four
Time	105	104.25	103.5	104.25
Ave. lap	4.21	4.17	4.14	4.18
Best lap	4.06	4.05	4.01	4.01

These compare very favourably with the Porsche GT1 times from my last group test, and while not being the fastest times are very consistent and it is consistency that counts. Expect to see CLK drivers on the rostrum from now on. As to whether they will become the 'de



facto' GT car to race as in full sized GT1 racing I do not think so as there are a lot of good cars out there, but they are certainly one hell of a car to drive.

Final piece of testing is the new interactive catalogue and Trackmap software. The idea of a catalogue on a CD is not new, in fact nearly everyone does one these days, but the problem is in keeping them up to date and easy to use. Some of those that I have at work are used once and then consigned to the drawer never to see the light of day again they are so user unfriendly.

The cover on the CD promises that everything will be easy to install and use. First problem is that the on-screen instructions are in Spanish! I know that Ninco are a Spanish company and that they sell a lot in Spain, but most of the rest of the world are English speaking so maybe an English version is required as well.

Having said that most of the installation instructions are fairly obvious and it all went well, well I assume it did as it works and so does my

computer! Next little problem is that the instructions on the cover are as follows "To run the catalogue, open the directory CATALOGUE on your CD-ROM drive and execute NINCO. That is it!". Unfortunately it is not, as there is no directory of that name instead NINCO is in the root directory of the CD and appears as a movie icon which is not quite what one expects.

Once into the programme it is not quite so bad as there is an English version there, but it is still not as easy to use as a paper version of the catalogue. Some of the links are not in place either which means that suddenly you are left

without any where to go and it shuts you out! One question. Why are the F1 cars listed under GT cars? Most confusing.

Another annoying thing is that the programme takes over the whole computer with no way of jumping in and out, which is fine I suppose

when you are just browsing through it, but when you are trying to write about it and want to keep going back to check things it is a right pain. Hopefully the next version (when the new cars are released in February/March?) will address some of these points and allow it to run as all other Windows programmes and be able to be minimised so that easy access is possible.

I have not had time to try out Trackmap, but it will give me something to do over Christmas!!

*Alan.*

# CRAWFORDSBURN SWOPMEET & RACE MEETING

REPORT BY IAN THOMPSON

**O**n Sunday 1st November 1998 some 22 weary eyed racers and collectors gathered at the Crawfordsburn Scout Centre. Most had been up in the early hours to watch the finale of the F1 season played out at the Japanese Grand Prix. Notwithstanding that, some seven enthusiasts made the long haul from Dublin under the leadership of George O'Rourke.

There was a fantastic array of cars on display, mostly in the 80's and 90's era with very few older cars for sale / swop. Despite this trading of all sorts was brisk with plenty of trading at Peter Scott's table.

There was also a very good display of home made cars at various tables with highlights being a very good display of home made cars at various tables with highlights being several from Tony Marno particularly a Scalextric Jordan fitted with SCX steering which handles so much better than the original. And a converted 99p VW Golf MkI. There were a variety of VW Beetles. My favourite being being John McCartneys silver 99p version on a Datsun chassis, and some AC Cobra's from Revell on a Metro chassis which go surprisingly well considering the donor car.

Racing was held on a Scalextric 4 lane circuit with two simple rules.

- 1) Crash and you are out.
- 2) Cars are boxed standard.

Three classes were held, Saloon, F1 and GT.

In the saloon class there was a good mix of Ninco and Scalextric with the final being contested between two Scalextric, one Team Slot and one Ninco. The eventual winner was sHenry Fearon with his Ninco Audi A4.

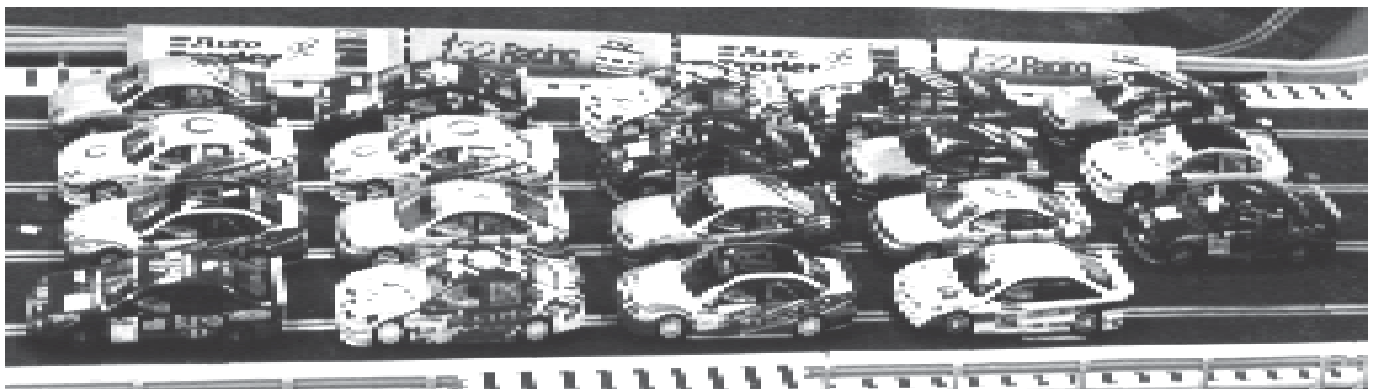
The F1 class was dominated by Ninco cars with only one Scalextric being entered. The final was contested between three Jordans and 1 Ferrari, with Richard Smith's Jordan the eventual winner.

The GT class was left to last with most people using Fly cars except Stephen Briggs who used an SCX Ferrari 333. After winning all four of his heats he was the hot favourite for the final but some very fast driving from Ed Fahey with his Marcos proved too much and Ed won overall.

The day was enjoyed by all present, especially some new participants Gavin Walsh and Robert McKeown (who was suffering the effects of flu and a long drive from Ballymena), and Donald Stewart who fought his way through some heavy traffic just to get there.

Special thanks to Richard for providing the tea, coffee and biscuits, and to Sinclair for his impartial starting procedures.

Each of the class winners received a certificate and as this is the only event of a cross border nature, can consider themselves as All Ireland Champions. This is the third event and we have improved from six persons at the first to some 22 at this one. Let's hope that this trend continues and even more turn up for the next one.



*How many of these will be available in 1999 I wonder?*

# 1999 PREDICTIONS

BY PSYCHIC SID

1999 sees the 40th anniversary of Tri-Ang's introduction of injection moulded Scalextric Cars to replace the tinplate range inherited from their acquisition of Minimodels (Tampo printed 40th anniversary commemorative Aston DBR would be both nice and practical - Hint, hint!!). Whilst I expect the NSCC will celebrate this significant anniversary later this year, I thought it would be nice to project forward as to what we can expect this year.

January sees the arrival of the TVR Speed 12 in its metallic purple road going version. The choice of this model and abandonment of the GT1 Mercedes CLK marks Hornby Hobbies decision to only manufacture models that they have an exclusive licence for. This has to be one of the most positive steps taken for years - no doubt collectors will reward Hornby with the loyalty a unique product range deserves, being honest who wants five different manufacturers' interpretation of a GT1 for example. Thank you for listening Hornby.

February sees the toy trade's UK fair which, whilst Hornby did not attend last year (being able to run a central London showroom on a similar budget seems a reasonable reason not to!), did coincide with information regarding the coming years product range.

Whilst there are always many rumours regarding the forthcoming years models cars that are already expected to appear include an all new Nascar. The Ford Taurus, the Thunderbird replacement which finally left the Ford USA range after forty years of production starting in the mid 50's as a Corvette competition and retiring in the late 90's as a luxury sports coupé, will be initially issued in three liveries. These are believed to be Exide, Valvoline and MacDonalDs. Whilst the Exide and Valvoline liveries duplicate sponsors of the Thunderbirds issued in the USA and parts of Europe last year, the MacDonalDs livery is very welcome.

A colourful car, which will be as strong seller and, unless my memory deceives me, was one of the liveries originally suggested for the first set of Nascars that were never issued. The car itself (which was announced at the Chicago Toy Fair in late 1998) is an entirely new moulding. It has clear glass, a driver platform, unlike the previous Nascars, an entirely new set of hubs and new compound tyres (tires?). Again, thank you Hornby for listening.

From this point on we begin to drift into rumour, speculation and ultimately fantasy. But its fun anyway, so what the hell!!!

It is expected that another new F1 car will be introduced to accompany the new Williams introduced in late 1998.

The car that excites me most is one of the most overdue, and until now unjustifiably overlooked, staggered, me initially when I heard it was to be released, but I am pleased it is. After over thirty years of waiting we are to get a Lotus Seven (well actually a Caterham Seven, but who's splitting hairs?). This particular model is one of the most consistently requested items. Having issued the Caterham Seven version, what I would expect to see next is a Lotus Seven 'The Prisoner' model, KAR 120C. This is totally logical as a) one of the two cars in the TV series was in fact a Caterham, not a Lotus; b) the TV series cult status would guarantee sales to film and TV collectors as well as Scalextric collectors; c) it would tie in nicely with the motion picture remake of the series currently in production.

As a final thought, could I have my 'Prisoner' Lotus Seven autographed by Patrick McGooan please?

1999 will also almost certainly see Hornby issue a model of the Ford Escorts successor, the Ford Focus. Expect this to appear fairly rapidly in World Rally Championship liveries and I would not be at all surprised to see a limited edition 'road' version.

Another prediction for 1999 is the development of Hornby Hobbies direct sales organisation

through their Scalextric Enthusiasts Club magazine *Scalextric Racer*. Based on the fact that the last two issues have offered limited editions (issue No. 6 the black Subaru, and issue No. 7 the two orange 'shakedown' McLarens) I anticipate 199 will deliver six direct sale items, one per issue of *Scalextric Racer*. So if you don't belong to the Scalextric Enthusiasts Club maybe now is the time to join!

My crystal ball is suddenly becoming clouded by dozens of other manufacturers producing hundreds of seemingly identical red Ferrari's - time to go methinks.

Here's looking forward to 1999, the year 'Scalextric' will go from strength to strength and rebuild its loyal collector base!!

Thanks for listening Hornby!!

*What about the new touring cars, Sid???*



*The car that has got Sid all worked up!*

# Members letters



36 Longford Court  
Bell Lane  
Hendon  
London. NW4 2BU

Dear Alan,

First I would like to say a big “Thank You and Well Done” to all the organisers of the NSCC, and as a newcomer to this fast moving pastime and through the popular newsletter have gained insight and knowledge to further stimulate my interest in all that is slot cars.

Also are there any members out there with any information relating to the association between Airfix and MRRC slot cars, i.e. types of vehicles built and the years the association lasted if possible. Any information on the above would be most helpful. Maybe there is some information in a back issue of the newsletter. If so a photocopy would be nice!

Well anyway, Happy New Year to all the members of the NSCC and keep the faith.

Yours sincerely,

*Peter Blasio*

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Willowbrook  
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Dear Alan,

After being a member for a couple of years now, I think it is about time I wrote a bit of input into the newsletter.

Firstly, as if you probably haven't received enough praise already, I was inspired with the 200th edition, especially the coloured section. Could this be a regular feature? And the section on the track (it would be nice to see some other members circuits too).

I would like to know if you or any other members are aware of a suitable display cabinet for my collection, or a company that manufactures display cabinets specially. Also would having cars out on display make the white derivatives go ‘yellowy’ because at present they are all away in a drawer to prevent this.

Is it possible to get any of the ‘new type’ boxes for cars, or do we have to keep purchasing Ferro Rocher to provide homes for unboxed cars.

Yours sincerely,

*Nik Jefferies*

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# Racy toy for the boys at heart

IF you were thinking of a nice pair of socks, forget it. Because dads will want something a little more exciting this Christmas.

For the first time ever, a toy manufacturer is advertising directly to grown men instead of children - and it will be grown men who do the pestering in the next few weeks.



WHIZ WITH THE LADS: A Scalextric fan practises moves as he dreams of a smashing Christmas

Scalextric, the racing car game, is the ultimate toy for men who cannot grow up. That has been an open secret for years - and yet the company has always aimed its advertising at children. Not this Christmas. Scalextric have commissioned a controversial ad campaign, for broadcast during late-night football, golf and films, which portrays the birth of a son as a neat excuse for dads to rush out and buy the game.

As for girls, they barely figure. In fact the campaign's sexist slogan, "It's a boys thing", and its laddish humour, is bound to cause offence.

Scalextric, invented in 1952, became a massive brand in the 70s, but since the introduction of computer games like Nintendo and Sony Playstation, sales have reached a plateau. By targeting grown men, the company hopes it will eventually create a new fan-base among those men's sons.

The first ad, shot by British film director Paul Weiland, kicks off in a maternity ward. A man tenderly picks up what looks like his newborn son. He tells the baby about the fun they will have playing Scalextric together, then he whizzes him up and down the ward as if racing a car round a chicane.

But the man's fun is spoiled when a nurse tells him to give the baby back to its real parents. "Go and play with your own daughter," she snaps. Downcast, he wanders over to his miserable wife, who clutches their baby at the other end of the ward. "All right, love?" he mumbles, feebly waving a doll.

The second ad shows a drab woman chatting to her hunky boyfriend. "I don't know what you see in me, Kevin," she says, stuffing herself with chocolate. "There's not many fellas go for to single mums, especially as I'm no oil painting." But as the camera pans out, we see that Kevin is ignoring her. He's playing with her son's Scalextric.

The advertising agency, Lowe Howard-Spink, shot three more commercials which have all been deemed to daring to broadcast. Peter Newey, chairman of Scalextric's parent company, Hornby, said: "I hope the first two don't cause any offence."

*From THE EXPRESS, Monday November 16, 1998*



# S-PLAN TRACK DESIGN SOFTWARE

## A SOFTWARE 'TRACK TEST'

BY ALAN SLADE

S-Plan was brought to my attention at the Hornby weekend at Margate in March of 1998 by the author and my review copy arrived at the end of October.

I must admit to being sceptical about such a programme as I tend to be one of those who gets a pile of track and just keeps fiddling until it all gets used up or there is no space left! This is all very well but does tend to take rather a

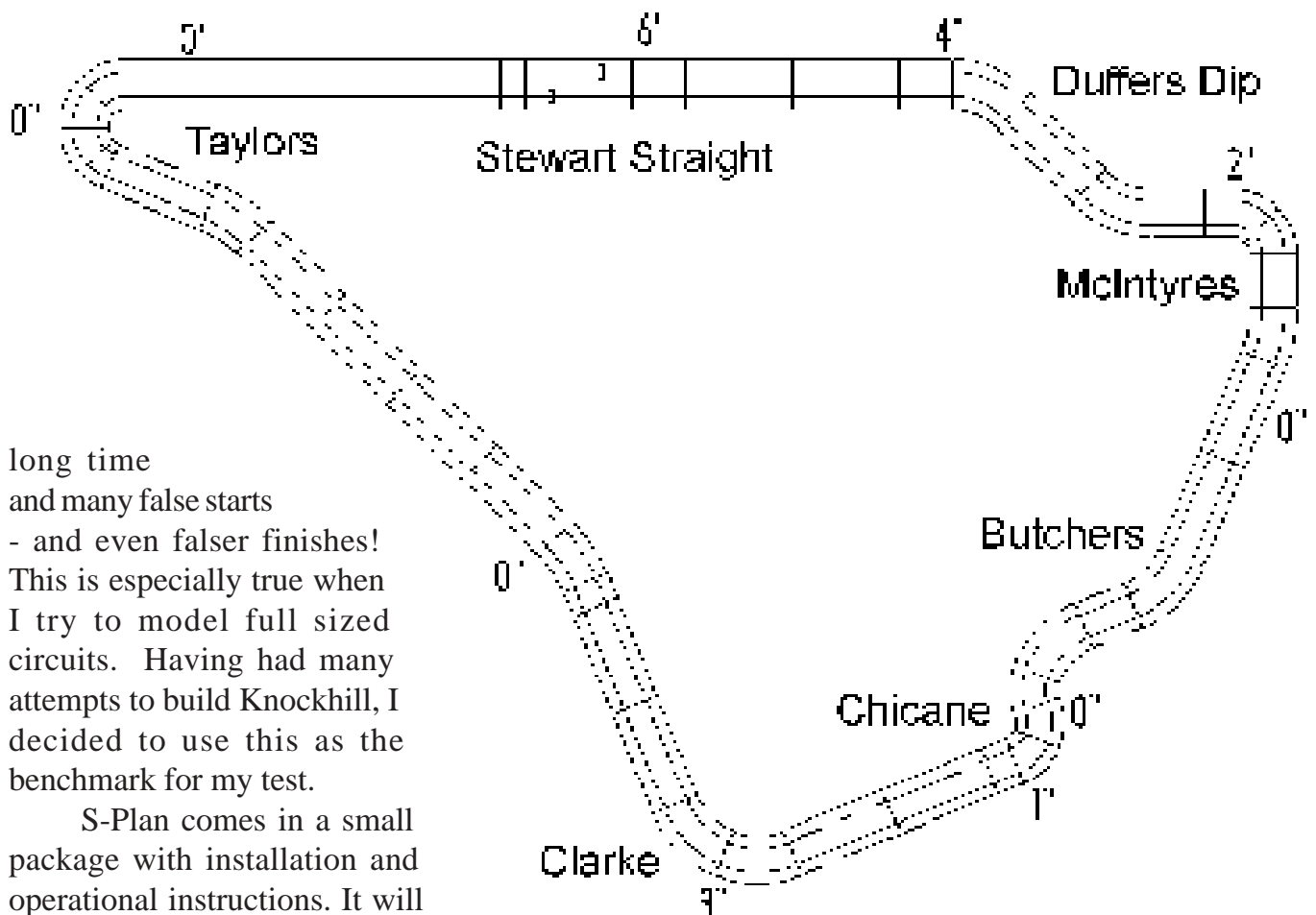
long time  
and many false starts  
- and even falser finishes!  
This is especially true when I try to model full sized circuits. Having had many attempts to build Knockhill, I decided to use this as the benchmark for my test.

S-Plan comes in a small package with installation and operational instructions. It will run under Window 3.x or Win95 and does not require a mega computer on which to run it (my laptop is a 33MHz 386 with 4Mb of RAM and it ran perfectly). Once it is up and running most things are fairly self explanatory and to a degree intuitive, but I suppose that really

depends upon your degree of computer literacy.

One thing that I did do which was a mistake was to load it on my laptop prior to going to the Motor Show (the rational being that I could learn to use the software whilst spending lonely nights in the hotel!). The mistake was that my laptop, being rather old, is monochrome and the programme relies on colour for a lot of its functions.

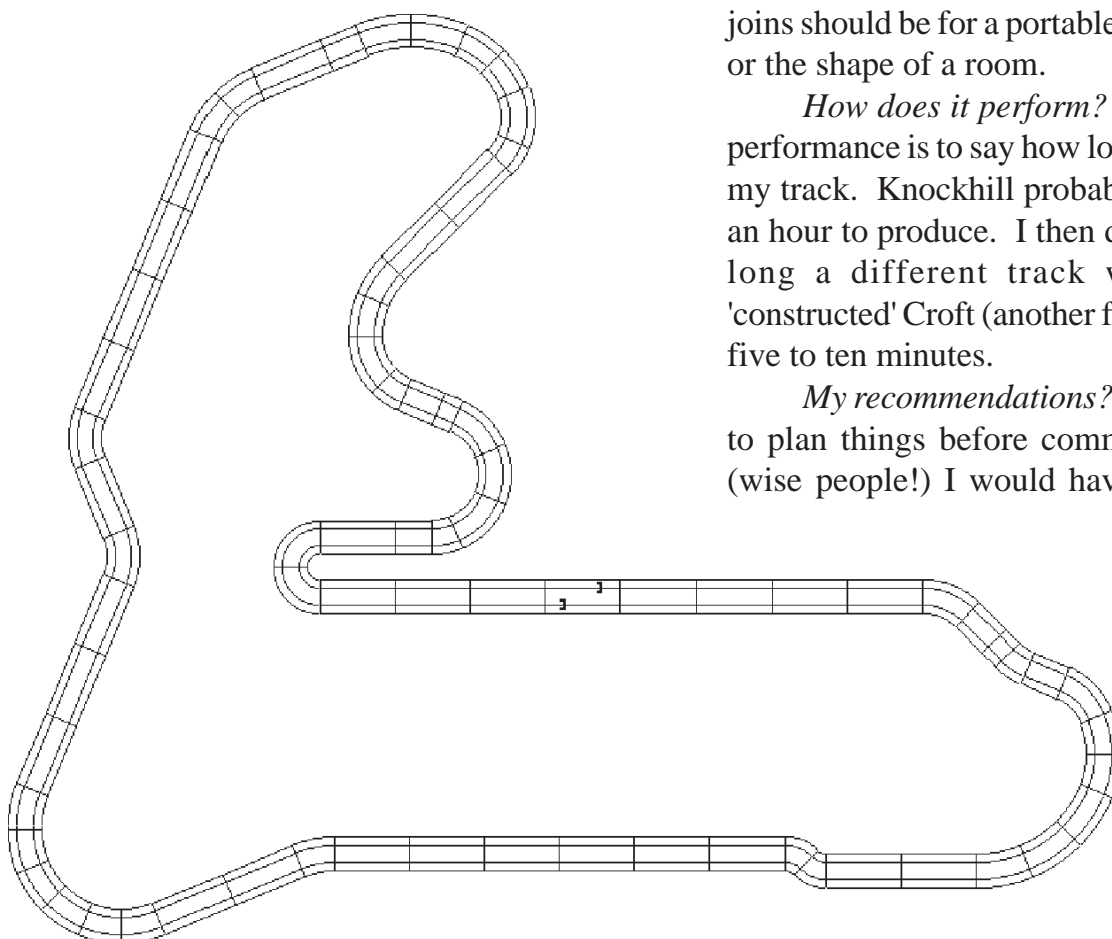
The first track that I decided to 'design' was the one we were building for the NEC. We had decided on the basic shape in the bar (the place where all the best thinking is done) before retiring for the night and I then tried to input it into the computer to see if it would work! It would, but this is where I found the problem, as I could not see which shape was red, green or black on my screen for editing purposes - no it was not the falling down juice!



*How does it work?* When you open up the programme you are given the choice of opening one of the pre-loaded circuits or designing your own. I will go through the steps of Knockhill. Once you have opened up a blank

track design window by typing in a name for a new track, you first have to choose a starting position on the screen and the track. Unless you are starting at a corner (of the track) I would suggest that you choose a fairly central point on the screen as the place where you are going to place the first piece of track. Having said that I started near a corner with a corner, which is OK if you know that you are not going to go further than that corner.

Next step is to open one of the track section selection windows and choose your first piece of track. For most people this will be a start / finish section but it need not be. Next decision to make is the direction that the track is going to be built up, clockwise or anti-clockwise. Radio buttons above the track selection allow you to decide this. It is then



just a matter of selecting the track sections and adding them to the ones on the screen until it joins up, or not as the case may be!

My first stab at Knockhill came to a premature end as I was using a track section

that was not in the database. A telephone call to Andy soon sorted the matter and the relevant updated files quickly arrived by e-mail. A few minutes telephone support and all was well. One thing that I did experience was that the real track and the computer track do not agree! I have come to the conclusion that as my track is very much 3-D (see diagram) that the rises and falls do make a difference to the actual track used. In my case two short straights, but this is obvious when you think about it.

There are other features to this software package as well. You can list and print out the track sections required for your circuit, also the track length (all lanes) in both imperial and metric units. It is also possible to draw shapes on the screen into which you can attempt to fit your chosen track. These can be either standard board sizes, very useful for deciding where the joins should be for a portable track for instance) or the shape of a room.

*How does it perform?* The best judge of performance is to say how long it took to design my track. Knockhill probably took round half an hour to produce. I then decided to see how long a different track would take so I 'constructed' Croft (another favourite) in around five to ten minutes.

*My recommendations?* For those who like to plan things before committing themselves (wise people!) I would have no hesitation in saying buy it.

For those like me who are predisposed to fiddling with piles of track I would still recommend it as the 'What if I ...?' is much easier on a computer

screen, and there is no risk of damage to track connections with the repeated connecting and disconnecting of the track.

For those who would like further details give Andy Sykes a ring on 01276 510641

# RAMBLING REMINISCENCES

BY TONY SECCHI

Reading through the December Newsletter, my memory was stimulated by Peter Morley's 'Winding Up' review of the Pro—Tec Iso-Fulcrum Chassis. His comparison with Cox's 30 year old Kit reminded me once again of the past.

As those of you who read my Item in that December Issue will know, I started Racing 35 years ago and remember the introduction of the Cox series of innovations well, I still have a box that once contained a Cox 1:24 scale universal Magnesium sidewinder Chassis with adjustable wheelbase. This was bought in a shop near the Moorgate area of London in 1964. I live in Islington, and at that time there were four or five such shops around locally - Camden, Holloway, etc..

Unlike today, these were not Toy shops that sold Scalextric. They were proper slot car specialists selling spares, accessories and imports as well as cars. They reflected an interest in the club side of the sport that does not seem to exist today, in my area anyway.

Last year, when I returned to slot cars as a hobby, my main source of cars and track were local toy shops, Beatties of Holborn for instance. But enthusiasm can be severely blunted when the total technical output from most assistants is "Which car is that, the red one or the blue one?". (Try asking the difference between the Scalextric Ferrari F40 Igol and the SCX Ferrari F40 Pilot and watch the reaction).

Joining the NSCC was the turning point, Not being able to attend the weekend Swopmeets, I browsed the classified sections of the Newsletter and found the Mecca I had been searching for.

I have already mentioned Brian Walters, but Mark and Julie Scale of Scale Models, Peter Roberts of P&J Models and Slot Racing Supplies of Bournemouth have all supplied me with goodies. They have also been efficient and informative (I was asked if I could get a team together to compete in a coming event on one memorable occasion).

My own personal 'Guru' is Sean Fothersgill of Pendle Slot Racing in Lancashire. He is a real Enthusiast who races regularly and knows a vast amount the hardware. Although some distance away he has supplied me with every item ordered no later than the next day. He has answered questions as diverse a how to tell the difference between a Mabuchi 'S' and a standard 'can' to what lap counter to use.

Like all retailers he has to sell, but like all of them one gets the feeling that the hobby is on a par with the business.

It is refreshing in these days of hype and oversell, where most toy shop assistants could be selling shoes or shaving soap, to find a group of people who know what they are talking about.

Values like these may seem old fashioned and outdated today, but to me the quality, the honesty, and the helpfulness of the retail members of the Club add a further dimension to an already enjoyable hobby. Long may they prosper!



### **Baby You Can Drive My car.**

**The Fab Four relax between performances at the Coventry Theatre on November 17, 1963**

In their early days at least they really were just kids at heart.

A week after performing at Birmingham Hippodrome they are pictured backstage at Coventry Theatre playing with a Scalextric set.

“It’s good fun and helps keep us relaxed,” quipped Ringo.

But competition was keen, causing a series of spectacular crashes that had the most famous pop musicians in history yelling at each other before breaking into uncontrollable laughter.

· *The Beatles File* by Andy Davis is published by Bramley Books, priced £25.99.

*Many thanks to Brian Conner for sending in this clip from the October 9th edition of Birmingham Evening Mail.*

# VIKING SLOT CAR CLUB HOSTS THE FIRST SCALEXTRIC PROTEC RACE.

RACE REPORT BY ADRIAN  
NORMAN

The Viking Slot Car Club were invited by Hornby to host the first of a national series of races to launch their new brand of racing car, Protec, which is aimed at the enthusiast slot car racer.

This championship is the first ever of its kind using these new 'pro' cars and took place on Sunday the 15th of November at the Pfizer Social Club. Hornby were also providing the trophies and prizes. The Championship will run throughout the next year at other 'Scalextric' clubs around the U.K. and will culminate with a Grand Final later in 1999.

On the Sunday morning competitors converged on Sandwich from as far afield as Lancashire. The hardier outdoor types amongst us could have freshened up with a dip in the clubs newly acquired, full length, Olympic sized outdoor swimming pool which Mother Nature had conveniently dropped across the entire length of the car park.

Drivers would be placed in three-driver teams and would be competing in a series of races throughout the day. Twelve teams took part.

After an hour of free practice on our 6 lane, one hundred-foot long track, fitted with computer lap timing to 1000<sup>th</sup> of a second and automatic lap counting, the first race would be quite different to normal club racing. Team Managers were called to the Team

Briefing where the rules would be explained. Success in these team event races would fall to those who put the right man in the right job! Who would build the car, who would drive the qualifying laps and which teams members would race in the main events? A few of the teams realised this early on and secured some precious points early in the days contests which would prove to help them get amongst the prizes by the end of the day.

The new Scalextric cars from Hornby Hobbies come in kit form. So, the first Heat was to build your team car, get it to the track and post your best qualifying time - all in 30 minutes! Easy? You would think so. To many of the teams, building the car proved to be quite a time consuming task. In fact, some teams failed to get their car to complete a lap before the thirty-minute qualifying period had finished! The cars used in the races were from the British Touring Car Championship; the Vauxhall Vectra and the Audi A4. The cars are very equal and proved so with the top six qualifying teams driving an equal number of each make.

The next set of heats would be run on a traditional basis. Every team races for 10 laps on each lane, to even out the difference between the inside and outside lane in terms of speed and distance. Upon the change from one lane to the next, the six heats are started with a computer controlled red-to-green light Formula 1 style 'Go'. All the teams performed very well with no major crashes and all cars finished without the need to undergo any major repairs.

After a quick lunch break we pressed on with the two afternoon events. The first was to test the teams again on their ability to change the motor and post 10 laps, again all in thirty-minutes. Easy! Well, the team mechanics had to build the car at the beginning of the day. Should the team manager keep the same mechanic or would he risk giving the job of changing the motor to the other team member? This could decide the team's fate. One team got it right and, within ten minutes, their car was on the circuit with a new motor, posting up laps. Not bad. The top points were awarded to this team from Essex. Sadly, one of our two Pfizer

teams only just got their car to the track in time. Fortunately, they had done very well in the mornings heats and were lying in second place overall, but changing mechanics was still to prove costly. They eventually finished 5<sup>th</sup> overall!

The final race for all the teams was the traditional round-robin with all teams working their way through all the lanes. This afternoon race was very exciting with the leader board showing that the top six teams all stood a chance of victory if they could bring their car home past the chequered flag in first place. In one heat all six cars managed half of the first lap line abreast. If the drivers had known of their inevitable appointment with the rocks at Quarry Bend they may have taken it easier for the first lap. However, the tension became too much for one driver and it all ended in tears as he made a late braking attempt on the inside, de-slotted from his lane and took off the other five cars in one go!

Another heat saw one Vectra shoved from one end of the main straight to the other on the bonnets of two Audi A4's and unceremoniously dumped at the hairpin in to the path of two other cars, all to the merriment of the spectators. Race commentary was provided using our public address system, keeping the spectators and teams up to date with race positions and times during the heats. There were many close races, all of which were heartily applauded upon their conclusion. One race saw two drivers, Andy Bishop and Terry Batterbee, run neck and neck for the 10 laps only for one of them to win by 1/1000<sup>th</sup> of a second over the other. Close indeed.

Bang on schedule, 4 pm. saw the completion of the final heat. The scores were tallied up and presentation of prizes and trophies made to the three top scoring teams, the team with the fastest qualifying time in the morning and the team who managed the after lunch 'motor change and 10 lap' sprint race. Twelve prizes and trophies were presented to the lucky winners by Hornby Hobbies. As a special 'Thank you' from Hornby each team was

allowed to keep the car they raced. So, every team went home with a smile on their face.

**Results:**

1st: 26 points - *Viking Racers*: Glen Harrison, Andy Bishop, Bill Jenner.

2nd : 24 points - *MRE + P*: Gary & Martin Cannell, Sean Fothersgill.

3rd = : 23 points - *Silver Arrows*: Paul Hatcher, Andy Moore, Lee Baldwin;

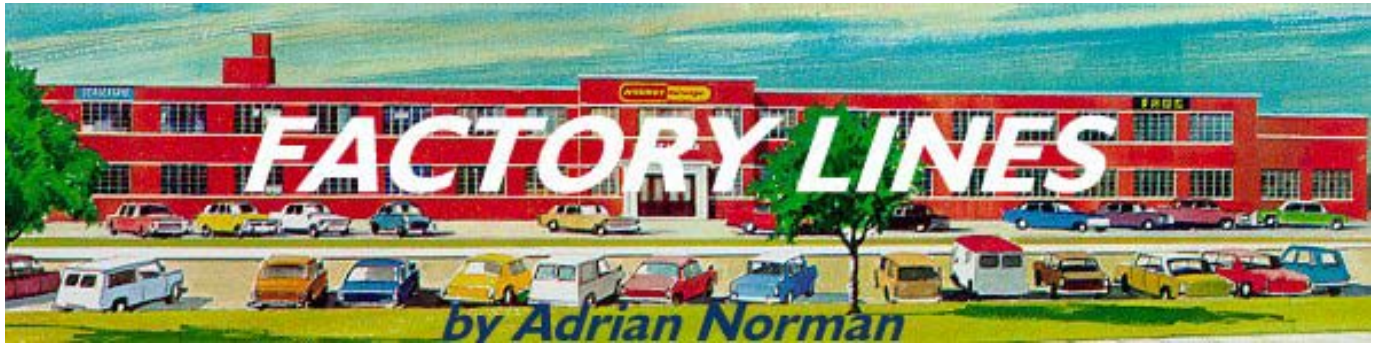
- *Red Dwarf*: Brad Salmon, Steve Dally, Steve Baker.

Quickest motor change plus 10 laps (Sprint Race):

*Smeg Heads*: Graeme Thoburn, Jack Thoburn, Chris Pomeroy.

Fastest Qualifying Lap: 8.760 secs

*Cartman*: Craig Norman, David Rangeley, Chris Gunton



In production/due in the shops:

C8003 Pacer, C2161/2 Williams FW20, C2194 TVR and the football cars were planned to be available before Christmas. However, as a result of the 'trains to China' announcement there may well be some re-prioritizing at the factory. No news about a Mercedes CLK though, the rumour is that it has been shelved. If it has been shelved in favour of the TVR that may be no bad thing. Remember the sequence of events of last 1997/98 when all the competition had their Porsche GT1 cars out and selling in the shops before the Scalextric version arrived. Hopefully, the Scalextric TVR will corner the market for this favourite of true British sports cars.

#### **C2K - New cars for Christmas & New Year:**

C2039 Jaguar XJ220 Italia (White)  
 C2040 Jaguar XJ220 (Green)  
 C2047 Twin Pack C699, C631  
 C2048 Twin Pack C2031, C2033  
 C2049 Twin Pack C2030, C2032  
 C2050 Twin Pack C601, C701  
 C2051 Twin Pack C2057, C2010  
 C2056 Opel Vectra (same as C2000)  
 C2058W Ford Thunderbird (USA only)  
 C2065W Ford Mondeo 'Valvoline' (for Australia, with lights)  
 C2098 Twin Pack 'Sally Ferries & Avon Tyres' C693  
 C2099 Twin Pack C290, C291  
 C2100 Twin Pack C537, C538  
 C2101 Twin Pack C701, C699  
 C2122 Twin Pack C403, C592  
 C2156 Twin Pack C189, C357 (USA only)  
 C2134 Twin Pack C536, C572

#### **Numbers not allocated by the factory:**

C 2 0 0 9 , C 2 0 2 4 , C 2 0 2 5 , C 2 0 5 7 .

In answer to your questions regarding the 'Teng Tools' Porsche GT1s, these two cars (C2089/92) do not have separate 'C' numbers. I have logged them as C2089/C2092: "Type 2 - 'Teng Tools' printed on rear wing. Approx. 50 made for 1998 Le Mans promotional event."

#### *Porsche 911 GT1 modification:*

The Porsche underpan has been modified around the guide blade. The current underpan design allows the guide blade to travel further than 180 degrees. When you spin the car in a corner the guide blade would normally partially unclip itself from its turret and point rear-wards. The modification is a small 'wall' at each end of the 'U' shaped cut out. This prevents the guide blade from turning further than 90 degrees left or right and unclipping itself.

Buy a train set from the far east? Not for all the T(rains) in China. It's ironic that the ever-so-English ultimate Christmas present of a Hornby Train set will now be as English as the ever-so-English cup of tea! Whereas we were never likely to be able to grow tea in the UK we were able to boast a thriving toy train industry. Alas the shrinking world and increasingly competitive markets dictate that it's time to swallow our pride with an imported quaff of orange pekoe tea as both will remain part of our culture but neither will be produced in the UK.

The national and local media reported the shake up at the Hornby factory in the first week of December. The production of trains is to come to an end at the Margate factory when, during next year, all train production is transferring to China. There are to be about 80 job losses at the factory, 40 of which should be by natural wastage (delightful term!). The reasons for doing this were cited as 'a strong

Pound', 'interest rates' & 'cheap foreign labour'. The move of production from Margate to China will happen very quickly. I guess it'll be known as Operation 'Orient Express'! Fortunately for our hobby, all Scalextric production is staying at the factory at Margate, barring the models which are already made abroad such as trucks and NASCAR cars.

### **Christmas Competition:**

*and the Winner is.....*

In the December I announced the competition to name very special Christmas prize car moulded in white and undecorated. The car has been in the Scalextric catalogues but not made in white. It was a successful car on the race track and there was one important feature of the life-size car that was not included in the moulding of the Scalextric version. What was it? **A Jaguar 'D' type.**

The second part of the question would sort a draw out. How many NSCC Jaguar XJ220's were received by members by December 1st? The answer was 295.

The winner, Chris, is now the lucky owner of a plain white Jaguar 'D' type.

Before you ask, the answer is 'No. Hornby are not planning to re-issue the Jaguar 'D' type.' I know many of you will be saddened to learn this. Mind you, if a manufacturer was to produce this car wouldn't it be better to start again with

a completely new mould and design?

The statistics reflected some interested ideas from the membership. Nearly a quarter of you thought the car might be a Mercedes CLK and 14% an Audi A4. One hopeful member reckoned it was a white Bentley and another an Alfa Romeo 155. 34% of members, watching current releases this year, took an obvious stab at a Ferrari F40. Various other cars were suggested such as an AC Cobra and Subaru Impreza. However, nearly one fifth of you had done your homework, trawled back through old catalogues and found that the 'D' type was never produced in white and also lacked the large fin behind the cockpit of the real car. As to the number of Jaguar XJ220's received, the range of guesses was between 273 and 1862. 95% were between 350 and 750. The prizewinner was also the nearest with their answer of 273.

### **And finally,**

Thanks to all of you who keep in touch with me with information as well as questions during 1998. Thanks, of course, go to Hornby for putting up with "questions, questions, questions"!

Thanks go to our 'questioners' in Finland, Belgium, Malta, USA, Australia, Germany, and many in the UK. Don't forget to write some articles for Newsletter, guys!



# ANOTHER SCALEXTRIC CD

FOUND BY CEDRIC WHITING

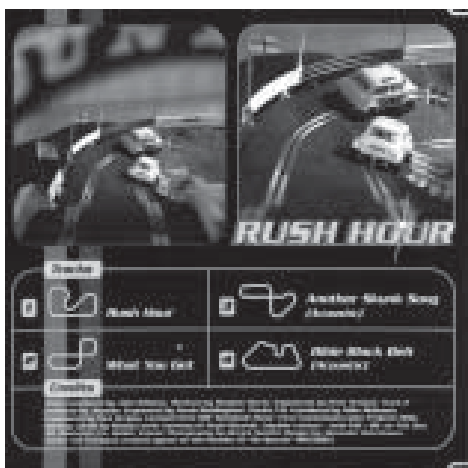
While looking in a record collector's shop I found this CD by Joy Rider for a song called Rush hour. On the case a large sticker reads "PROMOTIONAL COPY NOT FOR SALE". Rather odd I thought since it was on the shelf of a music store .



Since it had two Scalextric Mini's on the front I liberated it from the shop . Despite it not being for sale the shop keeper still took £2 from me.

If you find the collecting bug so strong that you also find a copy of this disc not for sale and somehow manage to buy it, do your self a favour. Don't play it, it's complete crap .

Here is the obligatory funny song title .  
You Plexy Thing by Hot Contrate



# FANCY RACING STATESIDE FROM YOUR FIRESIDE?

## PROXY RACE THE OFFICIAL RULES

FROM : JOHN ROCHE

Introduction:

The three biggest areas of controversy were motors, vacuum-formed bodies, and the eligibility of specific cars.

We decided to stick with an all-Plafit motor rule for both classes.

We also decided to stick with an all "hard" body rule in the sports car class. We want this event to help move the worlds of slot cars and static model cars closer together. Finally, after all the comment, both public and private, the weight of opinion came out firmly in favor of "hard" bodies only for this first event. For these reasons, we have decided to leave vac-formed bodies for another event at another time.

The original proposal for the CanAm/ Sports-prototype class created confusion and controversy as to just which cars were and weren't legal. So, we have broadened the concept of this class to simplify questions of car eligibility. It now includes all mid-engined sports-racing and sports-prototype cars first raced between 1960 and 1976. This admits to the class all the mid-engined sports cars from the USRRC, CanAm, SCCA amateur racing, the Interserie, and FIA endurance racing during those years. This should make it possible for everybody to obtain a suitable body or to race a car already in their collections. The change of the class name to Sports-racing / Sports-prototype Class reflects the new rule. We did not include front-engined cars. We think a "Front Engines Forever" race would make an excellent follow-on event if this first one is a success

In the NASCAR class, there were some requests to broaden the rules to include historic NASCAR stock cars and all American sedan-type cars in general. We have decided to stay with contemporary cars because of the widespread availability of Scalextric and SCX cars and Revell/Monogram and Toybiz bodies at relatively low cost. Again, vintage NASCAR deserves an event all its own.

In the NASCAR class, we also decreased the minimum front and rear tire size to .750". This makes it possible to adapt readily obtainable Parma Womp and Champion Thumper chassis with only three straight cuts. This puts the construction of a reasonably effective chassis within the range of virtually everyone's building skills.

We received no response whatsoever to our proposal for a class for plastic chassis cars to be run on a Scalextric track, so that idea will also be saved for another time.

Thanks to all who gave input into these rules. We hope many slot car enthusiasts will enter one or both classes in this event and help make it a success.

#### NASCAR Class

##### **1. Bodies:**

A. All cars must use a Scalextric, SCX, Revell/Monogram or Toybiz 1/32 scale NASCAR Winston Cup car body. Body shape or dimensions may not be altered in any way, except:

1. Material may be added to the bottom edges of the body provided .0625" ground clearance is maintained at all points.

Material may not be removed from the lower edges of the body except:

2. On Revell/Monogram Thunderbird bodies only, the skirt on the bottom of the right side of the body may be removed to make both sides of the body the same.

3. The wheel openings may be raduised for tire clearance. Material may not be added around the wheel openings to cover wheels and tires.

B. Cars with clear windows must have an interior tray with driver figure as described in the general rules. Blacked-out windows are O.K.

##### **2. Chassis, wheels and tires**

A. Chassis must be in-line (motor shaft parallel to the centerline of the chassis)

B. Chassis must have no hinges.

1. Any feature that serves the function of a hinge is prohibited.

2. Sliding, rolling, or moving components are prohibited (No shaker plates, etc.)

3. Chassis may flex, but it must flex as a single unit.

C. Either scratch-built chassis or conversions of production chassis may be used.

D. Minimum tire diameter, front and rear, is .750" (This is not really scale, but has been specified to make it easier to use mass-produced chassis designed for this tire size, such as the Parma Womp.)

#### **Vintage Sports-Racing/Sports-prototype Class**

##### **1. Bodies.**

A. All cars must be clearly identifiable as 1/32 scale models of mid-engined sports-racing or sports-prototype cars first raced between 1960 and 1976. The 1/1 scale car must have started in an organized professional or amateur race to be legal as a body type for this class.

B. All cars must have injection-molded plastic, resin, or fiberglass bodies. No vacuum-formed or blow-molded bodies are permitted.

C. All cars must have a clear windshield and windows as found on the 1/1 scale car. (Some cars, of course, have just a cockpit surround with no windshield.)

E. All cars must have all bodywork and aerodynamic devices used on the 1/1 scale car. In the case of cars that raced at various times with various combinations of wings, spoilers, etc, entrant may use any configuration with which the 1/1 scale car actually started a race.

F. No non-scale aerodynamic devices are allowed.

G. Fender flares

1. Fenders may be flared to cover the wheels and tires out to the maximum permitted width of 2.5".

2. In the area between the front and rear wheel openings, fender flares must blend into the original body sides no more than 1/4" beyond the edges of the tires. Fender flares may

extend all the way to the leading and trailing edges of the body. (see drawing)

H. All cars must have carburetor/injector, exhaust, and roll bar detail where visible on the 1/1 scale car. *Note:* We are not going to be zealots about E, F, G, and H above. We do not want to get into a debate about whether some amateur racer ran a wing of a certain height and width on his old McLaren in an SCCA Regional in 1979. As long as wings, spoilers, fender flares, etc. look realistic and in proper proportion to the car and don't, in our judgement, give the car any kind of unfair performance advantage, we'll allow them. This gives you some room for creativity, but keep it within the bounds of reality. Also, we're not going to measure the diameter of your exhaust pipes, but please do try to include the appropriate details in some reasonably realistic-looking form.

## **2. Chassis, wheels, and tires**

A. Any chassis design is allowed -- inline, anglewinder, sidewinder.

B. Chassis may have a maximum of one hinge. (Hinged pans, for the purpose of this rule, are considered one hinge, since you can't very well hinge one pan and not the other.)

C. Maximum width between the outer edges of the wheels/tires is 2.5".

D. Minimum tire diameters: front .700", rear .790" (These dimensions were arrived at by measuring the tire diameters on several 1/32 scale static kits of appropriate cars and using the smallest front and rear diameters found.)

### **General Rules**

#### **(These apply to both classes)**

1. All cars must use a box-stock, unopened Plafit Cheetah or Fox motor. Lead wires may be changed. This is the only allowable change to the car's motor and wiring.

2. The sides of the body between the wheel wells may be reshaped so they extend straight downward from the widest point on the body side. (See drawing)

3. Chassis, wheels, and tires must be covered entirely by the body when viewed from the top.

4. All cars except NASCARs with blacked-out windows must have an interior tray with an appropriately-painted driver figure consisting at

least of head, shoulders, arms, hands, and steering wheel. The interior tray must fill the entire cockpit opening.

5. Vacuum-formed clear parts and interior trays are permitted.

6. A minimum ground clearance of 0.625" must be maintained under all parts of the chassis, including gears.

7. Chassis may be constructed of any material.

8. Car must have only one guide flag, which must be mounted on the centerline of the car.

9. Working steering is allowed.

10. All tires must be made of black material. Only black sponge rear tire rubber will be permitted. Any compound will be allowed, provided it does not damage the track or adversely affect the condition of the racing surface.

11. Entrant may send an alternate set of rear tires with each car entered. The race organizers will test both sets of tires before the race and will race the car on the set that works the best.

12. Traction glue is permitted.

A. Entrant may send along a bottle of glue to be used with his car or may specify that glue not be used with his car.

B. As an alternative, entrant may leave the use of glue to the drivers.

C. Glue will be applied only to the tires, not the track.

D. Glue must not damage the track or adversely affect the condition of the racing surface.

13. Minimum front tire width is .25". There is no maximum width on either front or rear tires, provided they fit within the body as specified in rule 2.

14. No ball bearings are allowed.

15. Controllers: In the interest of keeping cost and complexity somewhere within reason, we will apply the same controller rule that we enforce in our own series. That rule limits controllers to one resistor, located inside the controller handle (double-barrel resistors are OK) and prohibits any kind of chokes, external resistors, adjustable features, microswitches, or electronic circuitry. In other words, a stock

Parma Turbo is about the limit of what's allowed. We don't want people to have to buy a Ruddock to be competitive. We will have an assortment of controllers in different ohm ratings here at the track, so if you don't want to send a controller with the car, either specify the number of ohms you want us to use or let us pick the best controller for your car.

16. There is no limit to the number of cars each person may enter in this event.

17. There will be an entry fee of \$10.00 for each car entered. This will cover return shipping of the cars, plaques/certificates, and other costs of putting on the race.

18. Prizes will be announced as sponsorship is secured.

19. Entries must be received by February 7, 1999. Entries will be shipped back on or before March 1, 1999. (Unless we get utterly swamped with entries in which happy case it may take longer and we'll let you know!)

20. Send entries to: Bob Ward, 12328 118th Ave. Ct. E., Puyallup, WA 98374.

21. Each entry must be accompanied by a completed entry form (to be posted on the OWH web site and also on the Slots DL.

### **Race Procedures**

The exact plan for running the race will depend somewhat on the number of entries received, but it will involve the following:

1. All cars will be tested prior to the race and "dialed in" to the track as much as possible. The objective is to have each car performing at its best. This process will include testing any alternate tires sent with the cars by the entrants.

2. Each car will make a timed qualifying run. Each car will be qualified by the driver who gets the best performance out of it in testing and practice.

3. In each of the classes, all cars will compete together in an event that involves each car being driven on each lane and by each driver. There will be either 4 or 8 drivers (depending on how many good drivers we can recruit). Cars will be seeded into this event by qualifying times.

4. Then, in each class, entries will be sorted into groups of cars with similar performance capabilities. These groups will compete among

themselves in "mini races", again with each car racing on each lane and being driven by each of several drivers. The objective will be to create the most interesting races and allow each car to compete in a race in which it has a chance to win.

5. Cars will be driven with as much care as possible. All drivers will be mature and experienced. The track will be equipped with added impact-absorbing material at critical points to help prevent damage from any crashes that might occur.

6. Prior to qualifying there will be a concours judging. Judges will be persons selected for their knowledge of slot cars and full-size race cars.

7. After all the racing has ended those cars for which their entrants have requested it will receive a "car critique" in which the car's construction, appearance, and performance are evaluated by the drivers. The emphasis will be on constructive suggestions for improving the cars and building other cars in the future. Entrants who want a car critique can request it on the official entry form, to be published by mid-December.

8. Each entrant will receive an information sheet listing his car's qualifying times, race results, and concours results.

### **Awards**

Each entrant will receive a certificate and/or box plaque for participating in the event. In addition, there will be awards for individual achievements, including:

1. First through fourth place in each race  
2. First through fourth place in concours  
3. Special Achievement award certificates, including:

Outstanding design

Scale realism

Innovative features

Outstanding craftsmanship

Fun to drive

Other awards may be added later. Special Achievement awards will not necessarily all be given out, and may be awarded to any number of entries in recognition of individual effort and achievement.

### **Useful Information**

The governing principles for this event are as follows:

Keep it simple. (for both the entrants and the organizers)

Keep it inexpensive (as much as possible)

Keep it scale.

Keep it fun.

Put 1/32 scale slot racing's best foot forward to the public (through magazine and Internet coverage)

And, within those parameters, give lots of room for creativity.

### **Track:**

The track is a 70-foot 4-lane road course with 8 turns, 5 right and 3 left. The smallest inside-lane turn radius is 4.5". The largest outside-lane radius is 28". The distance between lane centers is 3.5". The two tightest turns, both 180 degree hairpins, are right-handers. The largest-radius turn, a 180 degree sweeper, is a left turn. There is a 6" difference in elevation between the highest and lowest points on the course.

There is no overpass. The longest straight measures 16 feet. There are 4 other straights of 8, 6, 5, and 4 feet. The track is made of plywood with a marine polyurethane finish.

Power is supplied by a 60s era commercial raceway power supply, rebuilt several years ago with a large bank of capacitors. Backup and supplementary power is provided by a 12-volt deep-cycle battery. Contact strips are copper braid. The slots are 5/32" wide and deep enough to accept any commercially available guide flag.

### **Tires:**

Any kind of black sponge rubber is allowed. The tires that work best at DW on our 1:32's and Demons are the Parma #678 MX tires and the PSE #70932 Euro Tires. Both are .790" in diameter, too. The really sticky natural rubber tires tend to be too sticky. Bob Ward's Porsche 936 Demon conversion uses modified Cox mag wheels with tires made from donuts from Sonic. They are said to be the same compound that used to come on Parma I-32 RTRs.

### **Appearance:**

Beyond the actual rules governing the appearance of the cars, here's what we are aiming for:

We'd like all the cars to be appropriately painted and detailed, with numbers in the proper positions. For NASCARs. That's one on each side and one larger one on the roof placed so it is right side up when seen from the left side of the car. On the sports cars it's usually one on the nose and one on each side.

We don't expect all the cars to be exact models of a particular car as it appeared in a particular race. We'd just like them to look as much as possible like cars that could have appeared in an actual race. The more you can do to make the cars as realistic as possible, the better, but feel free to be creative. You might like to paint and detail your car the way you would have done a 1/1 scale car if you were a team owner.

We don't want anyone to be intimidated because you might think your building or painting skill level is not as high as someone else's. All entries are welcome whether you are a beginner or an expert. No one will be made to feel embarrassed if their work is not contest-caliber. Remember that the camera is very kind to slot cars.

Also, we hope you will enter regardless of how fast or slow you think your car might be.

There will be awards for appearance, innovation, originality, and all kinds of things besides winning the main. We plan to photograph every car and put the photos in OWH, as well as other publications if the opportunity arises. We encourage you to send as much information as you can on your car, the kind of races it normally runs in, and your approach to racing and car building. This will help us write interesting articles on all the cars in the race. An information form will be provided to help you list relevant information on your entries.

We hope many of you will enter and all who enter will find it a rewarding experience.

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For further information and an entry form contact [bobward@oldweirdherald.com](mailto:bobward@oldweirdherald.com)  
Good luck and let us know how you get on.