

Editor

Alan Slade

No. 208

# NSCC

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

July 1999

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It is nice to see Hornby Hobbies issuing some newer liveries on the touring cars that I was they would not be issuing when I spoke to them before the 1998 Motor Show, could have saved me a lot of work!

But why oh why, when they reliveried the 1994(?) Mondeo with last years team colours did they choose No. 55? Surely numbers 32 and 33 would have been far more appropriate seeing as how Hoy and Baird competed in the the whole series, not just a couple of autocrossing escapades as Mansell did. I will never understand marketing - maybe that is why I am still poor!!!

The promised colour section has not appeared this month as I just have not recieved enough good quality pictures, but it wil now be in the August issue.

I managed to get to watch the highlights from Le Mans and what an exciting race it turned out to be for BMW, Audi and Toyota and especially so for Peter Dumbreck, Norbert Haug and Mercedes. That flight through the air was so reminiscent of Donald Campbell's launch on Windermere all those years ago and must rate as a record of some sort in the annals of Motor Sport history. Cue Murray Talker to remember something from centuries ago to prove me wrong!

Following on from this I can categorically state that any forthcoming Scalextric Le Mans set will not include Mercedes CLK LM's, flying leaps and a stand of Britains trees! But I do know someone who wants a Porsche GT2 - Toyota GT one set, can anyone oblige?

Now that good old BT have once again changed 10 million telephone numbers can those of you affected please tell Bob so that we can keep our records up-to-date? Thanks very much. Hopefully this will be the last change for a while so that we can now produce a stable membership list for a year or so.

*Alan.*

# TUNING WITH TYRES

BY TONY SECCHI

**F**urther to my article on Magnatraction in last month's newsletter (Additional Adhesion), I set my mind, to thinking about the original means of adhesion i.e. tyres.

The choice of tyres, both front and rear, can have a dramatic effect on the roadholding and stability of slot racing cars.

At our meetings, we do not allow any 'magic' gunk application to the rear tyres. This means that to try to effect maximum rear grip, the width, circumference and compound of the tyres can be crucial - as can the diameter of the fronts. This is parallel to real car racing and why not ?

Firstly the rears - some of the Scalextric slick tyres are convex profile from outside to inside. This can be seen quite clearly after some wear when a narrow strip appears in the centre of the tyres. In this case, I put a wheel on an axle, stick it in a variable speed electric drill and run it on a sandpaper board. This levels and flattens the profile of the tyre putting more rubber on the track. It also reduces the diameter giving a lower final drive ratio which can benefit the car when accelerating out of tight corners.

This also happens naturally to ribbed rears which, after extensive wear become virtual slicks themselves.

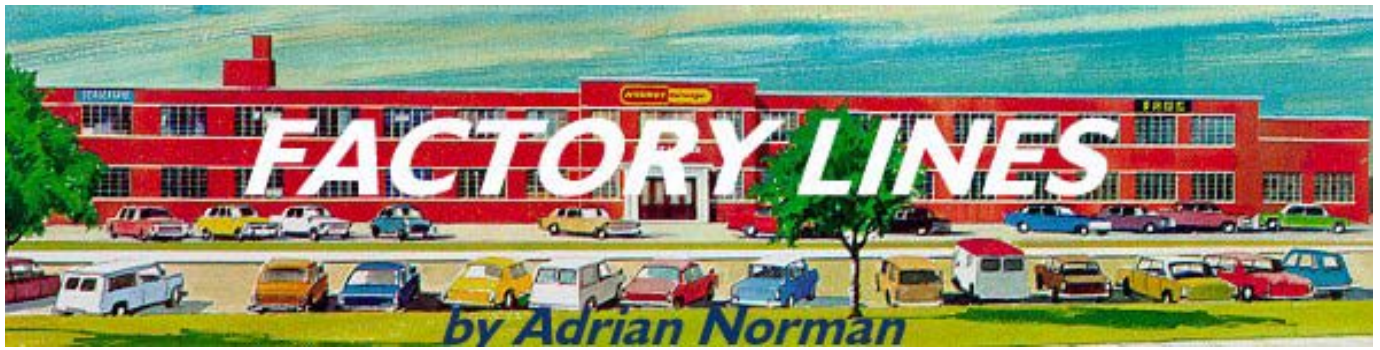
In both cases you have to watch out that the radius does not get too small otherwise the car can bottom.

Secondly the fronts - not all slot cars are naturally parrallel to the track. The relationship between the front tyre size and the pick up braids can give the car a slight 'front up' attitude. To combat this I sometimes elongate the front axle mounting slots so that the fronts can ride higher in the wheelaches, and the pick-up braids drop lower in the slot.

However, if the fronts rub on the arches then that can slow the car down or at worst deslot it. This is where the overall diameter of the fronts is critical.

My friend, Sean Fothersgill of Pendle Slot Racing (again), supplies 'Pink Car' treaded front tyres of ultra low profile, ideal for Scalextric hubs. They are 17 mm overall diameter and we have used them with great success on a Porsche 917K which, until that modification, kept deslotting when even slightly pushed. The low profile tyres solved the problem completely and still looked realistic.

As I said in last month's article, if members want to race standard cars that is fine, but I personally find that a modicom of tuning can be fascinating to accomplish and rewarding in racing.



### **Sdnomaid era reverof!**

In case you thought the Meganes were going to be easier to collect than the Lagunas due to the tampo variations, I'm afraid I shall have to disappoint you! The roof diamond on the very early cars was printed the wrong way round. It is unknown if this was for box or set cars (or both) or for which markets. Happy hunting.

### **Why did the chicken look across the road?**

Because NASCAR said so. The Kellogg's car from the first lightweight, blacked out windows production runs (C2023) had the chicken looking at the in-side (in terms of a left-handed oval track) front wheel. As NASCAR fans may know, the livery nearly always changes each season. The second season production run of this Scalextric car resulted in the chicken now looking over the bonnet, across the road, towards the concrete wall of a anti-clockwise oval circuit. Is this the first reporting of 'GM' chicken on the Chevrolet?

### **Wooden box set from the sixties.**

One member has inquired about the authenticity of an engraved wooden box set (P60) with a Lotus and Cooper. If any body has more information or, better still, a photograph of the set box please send a copy to me for further investigation.

Toys-R-Us road shows.

The nationwide toy store, Toys-R-Us, are advertising an event to be held at selected stores whereby the Hornby Hobbies Road Show will be the main attraction. For more information contact your local store. There will not be any special Toys-R-Us limited editions planned.

### **A bright new star on the horizon**

Amongst the new products arriving this year was an almost unnoticed change to the Scalextric logo. A change to the yellow letters on the sky blue oval design was almost as undetectable as the movement of a star in the night sky to the untrained eye. The eagle eye of one of our members has recognized that the star design now tracks across a different part of the Scalextric sky. Hornby Hobbies told me that the logo has been freshened up and re-registered.

### **New cars update**

The Lotus 7, Caterham and Mercedes CLK GT1 are on schedule for release at the tail end of this year. Again those of you who attended the Hornby Hobbies/NSCC weekend event had a chance to see pre-production mock-ups of these three cars.

### **TVR update!**

The new black TVR (C2195) will only be a type 2 model, where as the purple car was part way through production when they change the exhausts pipes and, therefore, will be a type 1 and type 2 variant.

### **Reference List**

- C2023 Chevrolet Montecarlo "Kellogg's"  
Type1: Chicken looks left.
- C2023 Chevrolet Montecarlo "Kellogg's"  
Type2: Chicken looks right.
- C2132W SUBARU IMPREZA (lower spec.)  
Set H1031 Superslot 'Costa Brava' - blacked out windows, no lights.
- C2133W TOYOTA COROLLA (lower spec.)  
Set H1031 Superslot 'Costa Brava' - blacked out windows, no lights.
- C2194 TVR Speed 12, Type 1 = solid exhausts pipes

C2194 TVR Speed 12, Type 2 = bored out exhausts pipes.

C2195 TVR Speed 12, Type 2 = bored out exhausts pipes.

C2240W SUBARU IMPREZA (de-spec car)  
Set C1033 Rally Racing - blacked out windows, no lights.

C2241W TOYOTA COROLLA (de-spec car)  
Set C1033 Rally Racing - blacked out windows, no lights.

### **Competition Winner: Odd one out!**

You have heard the TV quizmaster say “I’m sorry, but that’s not the answer I have on the card!” Well, it’s happened here, too. Whilst many of you pointed out that some cars had more than one body colour whilst another had only one, some of the liveries were named after local businesses, being in sets or not in sets, etc, etc. The variations go on and on. However, only three people chose the correct car, although not for the right reasons!

The answer was fairly difficult and that’s why I also said in the May newsletter that the entrant who was on the scent with the most sniffs in the right area would be the winner. The eventual winner, after careful deliberation with the factory, was Kevin Myler who gave 4

reasons – covering all the bases! And, if you are still wondering, the answer on the quizmaster’s card is ‘Kotzting’.

The factory tell me that when these particular cars were scheduled to be put in the next years catalogue they couldn’t think of any more liveries. After all, these cars had been in the range since way back! The answer was to design fictitious liveries. The Ferrari 312’s were given names from employees at the factory, (David) Stone Avionics and (Keith) Tyler Autos. However the Brabham livery was decided upon with the old favourite ‘pin on a random page of an atlas’ routine, and a town in Germany was the result, Kotzting! Well done Kevin, a TVR is on the way to you.

### **And finally**

Most of us want one, and now Hornby Hobbies will produce it. It will be available at the end of June if all goes to plan. What is it? The 1999 full colour catalogue! I believe this has been influenced by enthusiasts writing to, shop keepers requests and Sales Reps requests to Hornby Hobbies.

As they say, ‘Don’t under estimate the power of the pen’ or for that matter the Internet, telephone, fax, etc!



**O**h dear! Racer magazine just appeared and it confirms one of my worst suspicions...

Hornby think that the TVR Speed 12 is rear engined! I know that the original "purple" (actually a smart colour that varies from blue to maroon depending on the light) road car didn't have the roof scoop, covered headlights or rear wing that appeared when they raced it (they only made one Speed 12, in the same way as Mercedes converted the only road going CLK racer to a race car), so the road car that Hornby modelled is fairly different to the race car (but it didn't have a rear wing and it does have huge side scoops.).

So, it is forgivable that the Scalextric car missed some of the details of the race car, but Hornby's original adverts for the TVR said that it was mechanically accurate, and now Racer tell us that "the new transverse motor is rear mounted, as its 1:1 counterpart".

Even without talking to TVR (purveyors of great front engined cars), it should be obvious that the Speed 12 is a front engined car - it has a huge front radiator (exhausted through the (missing!) wing vents), and a very long bonnet, there really isn't a lot of space for a motor behind the driver. If that wasn't enough there are fuel fillers in the rear window (of the road car?) - most teams avoid putting them above the engine..

It seems a shame that after going to such lengths to "design and develop" a totally new drive system they use it in an inappropriate model. At least the Caterham mock up has a front engine connected via prop shaft to the rear axle as per the original car (and another "well known brand" of slot cars!), but I can't believe that it is to the same scale as the CLK.

The other bad news in Racer magazine is

the latest batch of exclusive cars. It seems like we are expected to pay 24 quid for a bunch of part finished cars, that would normally sell for under 18 quid. The problem is that as a collector I feel that I should have these cars, but as a human being I know that I'm being taken for a ride. And, on past form, chances are that when these cars don't sell well, they will be ditched and available for a fraction of the price, but what if they aren't and I miss out on them - such are the difficulties of the collector.

The worst thing about this is that it appears that there will be a lot more cars that are only going to be available by direct sales, the problem is there are no 'market forces' to set their price - just someone who is trying to work out exactly how much the "mad collectors" will pay.

Talking of special cars, I eventually managed to find a blue Calibra for myself - since mentioning them a few months ago it appears that Toys-R-Us have ran out, I should have got one for myself before telling all of you! - as well as the Agip blobby racecar that appeared in another Toys-R-Us set. I think they actually look quite nice, and can't help but wonder why the better versions of cars have to be so hard (not so much hard as expensive, you have to buy a set you don't want) to find).

While on the I told you so kick, the latest Chinese problem would appear to be the SCX Pro hand throttles. Having played with them at the distributors the other day we found that while they are great (smooth action, good brakes, easy change resistance) they had one "small" drawback, the case melted - well it didn't melt but it distorted significantly when it got warm (e.g. within 10 minutes). I just heard that these have been withdrawn, sounds like a highly collectable accessory to me if there are any around.

Talking of accessories, the new Scalextric lap counter is great. It only counts to 1/10ths of a second, which can be a problem on short (e.g. home) tracks, but it is hardly any more expensive than the old mechanical counter that only counted up to 20 (?) laps while this counts (down) to 99 laps as well as keeping track of the fastest times, a brilliant accessory that many people have been waiting for. Combining the lap counter with the Pacer unit proves quite interesting, in 99 laps it didn't miss a single lap and the Pacer unit produces incredibly consistent lap times.

Now if they produced a great sound effects unit, and re-introduce the pit stop then surely everyone will be happy? Apart from those of us that like to run our Bugattis through the Loop the Loop and then over the flying leap of course!!

I hear that Ninco are concentrating on new accessories for the moment; e.g. an electronic hand throttle, where you only have to change a dip switch to vary the resistance, for the price of a decent normal throttle. I can't wait to try that, and the lap counter with simple computer interface should be great (I wonder if it is related to the one that Exin were going to introduce prior to their demise). It appears that the electronic age of slot racing is really upon us.

Having just watched Le-Mans I can report that SCX had a premonition - a couple of days before the 24 hour race, they announced that they won't be producing the Toyota GT One or Audi R8 this year. I found it quite amusing seeing those cars fail to live up to their own hype.

A final thought: will see the flying leap appearing in GT racing sets (complete with a 911 GT1 98, and a CLK)!!

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It will be interesting to see how GP racing shapes up now that we have two major motor car manufacturers on the F1 grid.

The Stewart GP organisation have been bought out by Ford Motor Company for a reputed £100M, so I wonder what the team will now be called. Ford Stewart? JYS Ford? or just Ford?

And will we see a subtle change in shape forced on the team by the Ford beancounters to incorporate the Ford oval in every available place as in the road cars to keep brand awareness?

This announcement also brings into question the two models of the Stewart Ford F1 car scheduled for later this year. Interestingly JYS was saying earlier this month, before the deal with Ford was signed, that the southern European manufacturer planning to bring out a Stewart Ford did not have licencing approval, whereas the English manufacturer did. I await developments with interest.

Developments of a different kind are afoot in Margate according to news agencies. One

hundred staff are being shed as production of Scalextric is moved to the ROC as has been widely speculated by various agencies over the past months. It will also be interesting to see how the quality fares, especially that of the decoration when you compare the lorries which have for some time now had "made in China" on the underside.

The actual decorations may also change seeing as how the EU tobacco advertising ban does not apply in China, and China is one of the growth areas for cigarette sales.

This news story makes the recent direct selling by Hornby Hobbies even more pertinent as the current Westwood site could soon just become a giant distribution warehouse for their products, especially if other stories in the local press over the past year are correct.

News has reached Mole Towers of more exclusive products being manufactured by our very southern European cousins now that they do not have to dodge mis-aimed cruise missiles any more, for more people getting in on the 'exclusive distributor for .....' game.

Remember, any gossip or dirt, don't keep it to yourself - tell Mole.

# RADIO CONTROL CRAZY

BY JEFF DAVIES

Every now and again an interesting new idea for a slot car set surfaces. The latest is 'Radio Control Road Racing' by Nikko, a Japanese company, one of the largest manufacturers of radio controlled models in the world. In the world of powered models, two of the biggest types are slot cars and radio controlled cars, so perhaps it is not surprising that a hybrid has finally emerged, combining the attributes and attractions of both radio control and slot cars in a single set.

These must be the smallest radio control model cars I have ever seen, years ago I saw some of the Tamiya 1/24 scale cars and was impressed by their minute size, considering the amount of equipment they had to carry. These models are 1/42 scale, some where in between a scalextric car and a HO car in size. They are not the most detailed models I have ever seen, but they are virtually indestructible.

This set incorporates several clever ideas. The cars have a smart system of retracting the guide pin when the car changes direction, allowing it to move from one slot to another (there are seven slots in the track). The power is provided by a 7.2V rechargeable ni-cad battery, which comes complete with a mains charger, and is supplied to the cars when they pass over a special charging section of the track. This refills a battery in the cars which powers the engine.

This set is ideally suited for outside use in

the summer, not requiring a socket. I removed the set from the box, and I was pleasantly surprised at the simplicity of its construction. The barricades went on quickly, and in a very short time the layout was finished. The ni-cad battery was charged and I purchased two 9V batteries for the hand controllers. This set is immense fun. I'm not so sure about the serious racing aspect but the set is more amusing than Jonathon Ross, Brian Connoley and Freddie Star put together.

To try and complete a ten lap race is probably impossible, but what other slot racers can turn around and charge their opponent on the same lane? I have never seen cars that can crash in so many different ways and carry on, even when they are knocked off the track.

There are three charging areas into which the seven tracks are funnelled, three lead to the inside lane, three tracks into a middle lane and one track into the pit lane. When the car batteries are fully charged (this takes about 10 seconds) you are ready to start. The idea is that as the cars go around the track the cars renew their power as they drive over the charging lanes, but they need to be stopped on the charging lanes for a few seconds about every 10 laps.

I found it a very pleasant change to be able to sit wherever I liked without being encumbered by wires. This set takes some getting used to, as it is so different from normal slot racing sets, which is very refreshing.

In conclusion, I found this set very interesting and a lot of fun. I can see a lot of potential in this equipment for the future. If you are looking for something different, amusing and entertaining, then this set may be for you.

The set used for this article is being donated to Neville Hall Hospital's Children's Ward.



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Dear Alan,

I write as a new comer to the NSCC with a million questions, comments, and a buy list as long as your arm. As a child there are a number of things that make an impression on your mind and shape the rest of your life. They range from the awful clothes your mother makes you wear at the age of 6 to the music heard on 'The Top of the Tops', (before it became TOTP). One of the most important factors in my childhood was, without a doubt, a smell.

It wasn't a smell of food, a perfume, or any other fragrance. It was a smell like no other, but it carried a warning with it, - that the smell would appear after 5 mins use and was normal. The fact the smell was addictive was missed out but the makers. What am I talking about? The old 'Scalextric' handset, the smell generated after racing my tiny minis around a figure of 8 circuit at breakneck speed was fantastic and reminds me now of my childhood. I blame this smell for being the reason why now, at the age of 27 I am returning to the safety and security of 'that smell' and with it the whole scalextric and now slot car racing scene.

As a child the whole racing thing was a simple process of racing your best mate on a tiny track with two damaged and worn cars. It is clear to me now that the modern and more serious aspects of racing involve a lot more, and in no way detract from the fun. However, as a 'new kid on the block' it can appear a little difficult to understand. I know that the easy solution would be to join my local slot racing club - if I knew where it was - but for various reasons that isn't possible. I have got my hands on a copy of Roger Gillham's book, which helps cover many points, but still a thousand questions remain.

What I am saying is could someone in the know produce a few beginners tips for those of us just starting out. How do I 'race tune' a car and I am I the only member of the NSCC without a 4-lane scale track of an F1 circuit in their own house. I am still building the track every time I want to race and think that may be the case for some time as I move house every couple of years. One piece of kit I would recommend however is the new 'Pacer' unit. At last can practice racing and overtaking without pestering my wife, or non-scalextric friends to race me. The unit is easy to 'programme' and works well over most small circuits (less than 10 secs to cover one lap). However it only works on one lane and so you only practice one track which is a pain when it would have been very easy for Hornby to adapt to cover both lanes with a simple switch to decide with lane is on 'automatic'.

If anyone can produce those 'beginners tips' then I would be very grateful and to those who produce this magazine and run the NSCC I would like to say well done. It is a haven for those of us who seek the 'smell of the handset'.

Yours sincerely,

*Tony Grogan*



# PROTEC CHAMPIONSHIP REVIEW

BY ADRIAN NORMAN

All Protec Challenge area heats are complete and all that remains is the Grand Final on which I am working with Hornby Hobbies.

Having read all the race reports I can report the following points of interest. It seems that all the races were enjoyed by all who took part. However those who did take part were, in the main, regular attendees at the hosting club. This is because we only had 10 NSCC members apply to take part in this competition! It would seem that most NSCC members do not want to travel outside their own town for events such as these or are not interested in racing. Please write to the Newsletter voicing your opinion, I would like to know if the membership want to see events like this run again. However, we did have over a hundred racers take part. These racers were attracted to the competition by the efforts of the clubs hosting the events. Well done Clubs! The clubs went to a lot of trouble to raise the profile of the event, some producing advertising material, T-shirts and Baseball caps out of their own budgets. The clubs are obviously our lifelines to the racing community and avenue of opportunity that the NSCC should chase. All the clubs have asked me to state quite clearly that they were disappointed with the uptake from within the NSCC. Maybe the NSCC and the racing clubs need to work as a team to promote what we have to offer each other!

On with the racing; the clubs all found that it took about 45 to 60 minutes to assemble their cars and all clubs commented on how this added to the enjoyment factor. One favourable aspect was that all cars were essentially identical and it was down to individual abilities to prepare the car as well as race it! There were very few problems with the assembly of the cars. There were a few grub screws missing or lost as well as one or two other parts, but spares were quickly found. Most clubs reported the braids were too thick, making it difficult for marshals to re-slot the cars. During racing some cars suffered with broken motor wires, loose contrate gears and slipping wheel hubs – these could be due to bad assembly. All the clubs reported that the cars ran generally slower than standard Scalextric cars but when raced as a one-make series they are excellent fun. Other common requests were for the range of car shells to be increased for use on the same underpans, for Protec tune-up kits to be available without bodies, softer tyres and a wider choice of gear ratios.

The feedback from the area organizers was that they felt more relaxed being able to run the heats for this Protec Challenge in the fashion they felt comfortable with, their normal club race procedures. The organizers were not under pressure to run to rigid race rules. Any rules were principally aimed at the competitors regarding the way in which they prepared their cars and arranged their teams.

The competition was a success and was enjoyed by those who took part. However, if it were not for the thin lifeline of NSCC members attending local clubs we would not have been able to reach those non-NSCC members. So, thanks to the NSCC members who attended the competition. Perhaps the hosting clubs can convince their members to join the NSCC. Perhaps the NSCC can encourage its members to support their local clubs too!

This quote from one of the reports summarizes the words of all the club reports quite nicely: “...the only disappointment was the NSCC attendance. Only one of the areas substantial membership applied. Surely opportunities such as these should be greeted with more enthusiasm! Racers who attend our meetings do so with common interests and backgrounds. Think back, most Scalextric enthusiasts started with a home circuit, some have expanded on that, some may now only collect. At race clubs such as ours it’s not purely about racing but a social event with like-minded people. Give your local club a try, you may enjoy it.”

# MEDWAY CLUB

## RACE REPORT

BY ALAN GREEN

### Report: SCX Saloons

It was announced before this series started that we would increase the number of drivers in A Group to eight. This would mean that both the 1<sup>st</sup> & 2<sup>nd</sup> place drivers in both B & C Group would get promoted and one relegated from A & B Group.

Terry was looking forward to these cars. In practice Neil had the best car followed by Terry. Practice night went well with a variety of cars being raced:

Audi Quattro	Renault Megane
Audi 90	Mitsubishi Lancer
Seat Ibiza	Subaru Imprezza
BMW M3	Peugeot 406-SRS2
Porsche 911 (GT2)	Volvo 850-SRS2
Porsche 959	Chevrolet Nascar SRS2
Toyota Corolla	Toyota Celica

All magnets had to be removed to make the cars even.

#### A Group: Week 1

Terry took the win with some ease. Phil followed up his impressive start in A Group with a second place this week. New boy Chris gave a good showing. Most racers thought that he would get in the way, but this was not the case, coming fourth. Last series winner Peter was struggling to get his car into shape.

#### Week 2

John has a titanic battle with Terry for the top spot this week, Chris follows up last weeks impressive start with a third place. Simon has trouble finding the right car and ends up last. Peter still can't get the car to respond and ends up sixth.

#### Week 3

What has Peter done to his car? It's his turn to fight it out with Terry. Terry manages to take the spoils. Phil and Chris both have a disastrous week (5th & 6th). Looks like Simon has resigned himself to relegation. Even at this early stage it seems that Terry will take the trophy. But who knows what Peter & John have

got up their sleeves?

#### Week 4

What a week! Only Terry managed two wins, with five out of the six racers sharing the winners spot. Going into the last race this week's winner could have been any one of five racers. In the end Terry managed to keep Peter at bay. Looks like Terry will take the series trophy and Simon will be relegated. John and Peter will fight out for second position next week.

#### Week 5

Terry wrapped up the series with a third this week. Second place in the series went down to the last race with John coming out the victor with Peter in third only one point behind.

#### B Group: Week 1

Newly promoted Lee B roars away with the victory. No one could catch him. Early favourite Neil takes third place behind Robert who had a smooth car. Andy, Dave, Richard and Paul fought out a hard battle for the minor places.

#### Week 2

Stuart returns only to find that its just as tough in B as A these days and ends up fifth. Neil shows that he should have won last week with a win this week but Lee B was DNA this week. Paul bounced back with 2nd place. Dave made 3rd. Andy changed his car but to no avail ending up 6th.

#### Week 3

Lee returns and Neil shows that last week was no fluke taking first place with Paul in 2nd again. 3rd went to Richard while Dave took 4th. Stuart DNA, at this stage it looks like Stuart will be relegated to C Group. It looks as though Neil will take top spot with Paul, Dave & Richard fighting for the second promotion place. There are only two points between them.

#### Week 4

Another good group of races with a cliff-hanger going into the last race. Paul and Neil both needed the win. Neil was two points in front. The race went down to the last two laps. Neil will say he had it under control, and held off Paul to the finish. This leaves Neil clear at the top with almost certain promotion. Richard and Dave both loose their way and drop out of

contention for the second promotion place. This will probably go to Paul.

#### Week 5

You could of thought that the rules had changed this week. Was it banger racing! With only three drivers out of eight turning up this week and the places decided there were a few dirty tactics going on. From racing the wrong cars to the winner being the one who could miss the projectile coming across the track. Places: 1st Neil, 2nd Paul with Stuart relegated.

#### C Group

##### Week 1

Welcome to Matthew who joins the club and comes 8th on his first outing. Good luck for the future.

Young David takes the win for the first time. Congratulations. Peter took him to the wire but he held him off. Relegated Robert could not hold on to the two front runners and finished 3rd.

##### Week 2

This week sees the return of Simon and he takes the win. Alan takes 2nd place from David 3rd.

##### Week 3

Simon has a battle with David this week. It did not get settled until the last race with Simon winning through. Third place went to Alan thinking that if either of these two trips up then he will pick up the last promotion spot.

##### Week 4

Simon walks through all the races with a clean sweep of wins. Well done, and with it certain promotion. It was tight for 2nd this week, and yet again waiting for the last race until it was settled. David had to win to secure it. However the flying Adam S keep David at bay with a sterling display. Second place ended up with Alan by one point with a tie between David and Peter for third.

##### Week 5

Simon had another clean sweep taking the title. It was close for some time between David and Alan B. David held out for second with Alan third. Well done David good luck in B.

## Fastest Laps

Lane	Name	Time
Orange	Neil St John	
	Terry Battersby	9.17
Green	David Haystead	8.13
White	Chris Gardner	
	Terry Battersby	8.95
Blue	Terry Battersby	8.95
Yellow	Simon Davies	9.12
Red	Chris Angold	8.29

## Racer of the Year

This is the position after the second series. The top five are:

Place	Name	Points	Prev
1st	David Myers	269	12th
2nd	Phil O’Gorman	260	4th
3rd	John Scandrett	254	9th
4th	Dave Askew	252	5th
5th	Peter Day	248	6th

David consistently scored well each week and finished with 163 point for the series. Lee Baldwin moves out of the top five as he missed two weeks.

There are only 30 points separating the top ten drivers.

Members views on the cars:

Best cars: Audi 90, Toyota Celica.

Worst cars: Seat Ibiza, SRS2 cars without the magnets

Next Series: Scalextric GT1

News

Watch this space for the forthcoming open event, which we will be holding on Sunday 18th July. This event will be open to ALL NSCC members and guests.