

Editor

Alan Slade

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NSCC

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

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This is a rather special edition of the newsletter in that it has had two editors attacking it. Something that I don't think has happened before. As to just who the other person was I am not saying, just in case it was all too much!!! But we had great fun and a new name has been born, which may or may not become apparent over the coming months.

I must apologise to David Wisdom who somehow became David Williams in the April issue.

Those who know me well will know that I am not given to sudden bursts of emotion apart from the occasional "B****y h**l, what a load of c@@@p." when seeing a new car for the first time with some super new 'feature'. So they were probably very surprised when it was love at first sight with the GOM kit Fiat 695 SS Abarth, to give it its full name, at Toyfair this year. I don't know what it was, but I just had to have one and I finally achieved that at Loughborough. The kit is coming along well and I will report on it in full in a later edition.

There were one or two other 'old' cars that I liked and am awaiting delivery of. I think I must be regressing to memories of my earliest recollections of going to race meetings when these cars were a common sight at Crystal Palace (now that does date me!, but it was only a couple of miles from home) and Brands Hatch. Maybe Crystal Palace is where I get my love of the FJ cars from - there has to be a reason. Or does there?

It is the first Scottish get together at the end of May and I will let you know all about it in the July issue.

Keep it in the slot.

Alan.

CLASSIC PORSCHE 908

This model is from my favourite period in sports car racing, middle 60's to early 70's, when such all time classics like GT40s, Porsche 908s and 917s, Chaparrals, Ferrari 512s, Lola T70s, etc. dominated the sports car racing circuits of the time.

I think this model is as very well detailed, with nicely detailed engine air intakes, vents and grills and a separate engine, exhaust and gearbox rear moulding. This car really sums up why FLY are so successful as it perfectly captures the spirit of the real car. It may or may not be exactly to scale, but this far less important than capturing the shape of the real car. I particularly like the colour scheme of this car, being a very pleasing shade of petrol blue with a yellow stripe through the centre, yellow sills, mirror and engine air intakes. I am not really convinced about the add on spoilers on the edge of the front wings as I feel they slightly detract from the beautiful shape of the car. Personally, I feel this will probably end up being the rarest standard colour scheme of the five currently available, making this really the one to buy, as in the future this will be the hardest one to get hold of (unless too many people, reading this, buy one!). Personally I always try to collect the colour schemes I think will sell the least of as long as they are aesthetically pleasing, as I would never buy a model of a car I dislike, however rare it was. This year Fly are also releasing 5 different versions of the Lola T70 and four versions of the Porche 917.

Several years ago when I was writing a motoring column for a nation paper I was invited down to GTD developments in Pool to roadtest a replica GT40. This was the most exciting car I've ever driven. It was almost like controlling a wild animal as it had a competition clutch and was really a hill climb/circuit car which had been registered for the road. While there I was shown the most beautiful chrome yellow Lola T70 replica. I am really looking forward to seeing the FLY model of this car.

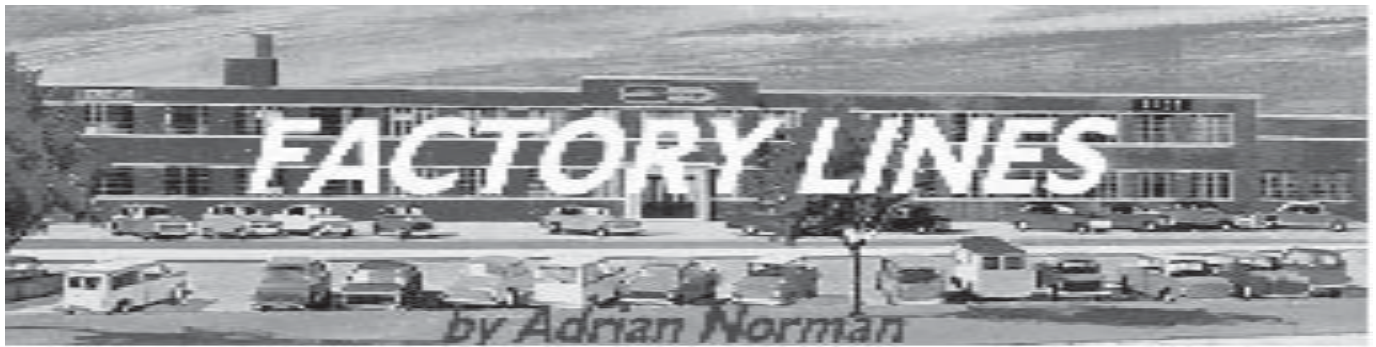
FABULOUS FERRARI

BY JEFFREY DAVIES

Recently the distribution of Pink-Kar products in the UK has changed importers, from Monarch Lines to Gaugemaster as Pink-Kar has been taken over by another company. The first of the products available from Gaugemaster is the yellow version of the Ferrari 250 GTO.

This, to my mind, is the nicest colour this car has been produced in, the colour being a very bright chrome yellow with a lacquered finish. I really like the shape of the Ferrari 250 GTO and this colour really sets it off against black track. This particular model is very low to the track, much lower in fact than the Ninco Ferrari Testa Rossa. The wheels on this model are excellent, with thicker spokes and deeper dishes on the wheels than on the Ninco versions. This model perfectly captures the shape of the real car, and would make an excellent static model in it's own right. It is very similar to the old Revell Ferrari 250 GTO, again this model performed excellently on the test track with very soft, sticky, narrow tyres. I substituted the Spanish RX engine for the one in the car and it really boosted the performance of the car. With the 250 GTO being exceptionally light, the straight line performance was brilliant and the slight amount of extra weight in the RX engine seemed to help the cornering as well.

The car I am really looking forward to is the issue of the Auto Union C type 1936. This is due out in April in a yellow version (exactly the same colour as the original first issue of the Scalextric Auto Union). I will be absolutely amazed if this car is not rivet for rivet identical to the Scalextric Auto Union in exactly the same way as the Pink-Kar Bugatti is identical in every mark, even down to the number plate on the back of the car, to the Scalextric Bugatti.



Good news a plenty this month.

The Hornby/NSCC weekend event on May 8/9th allowed the attending members to pose questions to Hornby Hobbies Ltd. The answers were very interesting and gave us all an appreciation of the work that goes in to producing their product range. See the 'weekend' report elsewhere in this issue for more details. I would like to thank Hornby Hobbies on behalf of all enthusiasts for quashing the negative rumours and giving us an insight to what looks like a bright future for Scalextric.

Protec Championship

At the time of writing this, mid May, there is only one Protec area heat left to run. I am happy to report that the North-East, Scottish, South-West, South-East and Midlands heats have all been very successful. Having spoken to the organisers of the area heats the common factors for the success of this championship are the following:

- 1) building a car as part of the race adds to the excitement and interest,
- 2) all cars being the same produces an even playing field with any differences due to quality of the build by the competitor,
- 3) the cars performed better than rumours had predicted.

On the organisational front, the race organizers at each venue were allowed to run the event in the way they felt most comfortable with. For instance, races could be run over 'time/distance' or 'no. of laps', dead or live power 'starts', etc. Therefore, there was no need for each venue to have the same facilities such as having each lane marked out in units of a hundred or for each venue to have full computer control, etc.

After the final heats for the North-West are run at the end of May and all race reports are in, I shall be asking Hornby Hobbies for details of the Grand Final.

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 TVR exhaust pipe has been modified due to feedback from the buying public. The exhausts now look like pipes instead of solid rods which of course means we now have 'Type 1' and 'Type 2' for the collectors among us. Hornby Hobbies explained to us at the 'special weekend event' that the Scalextric version is true to the version that TVR themselves presented details of to Hornby Hobbies when the real car was in its early development stage. It has changed considerably since. Apparently, the TVR purple road car shown at the NEC Motor Show in 1998 was the Le Mans car tested earlier in the year. Of course, many changes had been made to the Le Mans car to make it suitable for showing at the NEC Motor Show as a road car. This is only one of the many reasons that explains how the TVR Speed 12, or any car, shows changes to detail in pictures from one magazine to another.

Reference List

A rare Australian set has appeared. I have asked Hornby Hobbies Limited about this set but they have no information on file about its

existence. The label on the set would indicate that it was a promotional set ordered by Southern Model Supplies or Valvoline. The set no. is C695T and contains two Ford Mondeo 'Valvoline' cars. I don't know if the liveries are different. It cannot be confirmed how many sets were made.

The Toys-R-Us set C1028L has the C2112W 'Agip' and C2096W Minolta cars.

Set C1033 Rally Racing contains 'de-specified' (blacked out glass, no driver platform, no lights) cars. The cars are the C2241W Subaru Impreza and the C2240W Toyota Corolla.

C2232 : Twin pack containing DTM cars C699 and C2030.

C2237 : Ford Escort Cosworth 'Scalextric Racer' non-tampo version.

C2238 : Ferrari F40 'Scalextric Racer' non-tampo version.

C2239 : Vauxhall Vectra 'Scalextric Racer' non-tampo version.

C2240W : Toyota Corolla (set C1033)

C2241W : Subaru Impreza (set C1033)

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!



mole@nsc.co.uk

It seems that there is a switch in the powerbase for European slot cars as companies are springing up in Italy. From what my overseas cousins tell me personnel are



leaving Spanish companies with more than a golden handshake in their lunch boxes and scuttling off to the land of the

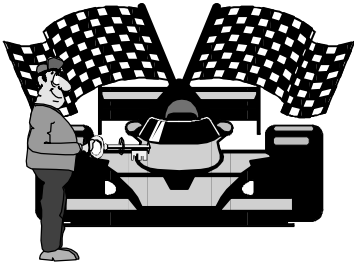
Mafiosi to make their fortunes. Presumably with the idea that the nearer to Yugoslavia they go they safer they will be!

First of these companies is apparently going to be known as Chameleon. Whether this is as reference to the fact that every person has a different story to tell, they are trying to blend into the middle ground or it meand something special in Spanish or Italian I do not know. One thing I do know is that in spite of the heavy 'personal' luggage coming out of Spain the product is like nothing I've seen so far. "It's a slot car, Jim? But not as we know it."

The will they, won't they saga goes on. In spite of repeated requests for information, definate new product release dates (in fact new product full stop) is hard to come by. We've all seen the pretty pictures, let us have some hard evidence now please.

Mole surfaced in some woods the other day where the only things he has to worry about are those slippery things often referred to as 'snakes in the grass'. Why am I telling you this? Well, I happened across a very strange creature with large disbelieving eyes shaking its head who, apprently, is known as a Hobbit. He was on his way home from a trip to a well known South East holiday resort where he had been listening to a man giving "Frank and honest replies to questions". No wonder he was in such a state of shock. No politician that man I thought, but well done MW all the same. Long may it continue.

Don't forget, all tasty mosels to the usual address.



WindingUp



By Peter Morley

My newsletter has just arrived - usually a late reminder to write this months column - for once, I had time to read the newsletter before putting finger to keyboard (for older viewers that is pen to paper, and for typists I am being accurate when I say finger rather than fingers).

Actually I've been hitting the computer quite hard recently - I spent a few minutes knocking together a web page, so if you fancy checking out ALL the Fly range get your anorak out, and visit: <http://users.pandora.be/peter.morley/lescars.htm>

Anyway this months newsletter contained some interesting information (doesn't it always), the Argentinian track is a genuine product - so that means Scalextric has been produced in: England, France, Spain, Hong Kong, China, Mexico, Argentina, Australia (&/or New Zealand) and Malaysia.

Yes, Malaysia - my new Powerbase says made in Malaysia on the box. Mind you the contents say made in England so I don't know what the story there is - or what the trade descriptions people would have to say.

Still the good news is that production is staying in England, presumably they couldn't get enough for the factory! The only commercial reason for Chinese production was the short term gain from selling the factory for a load of money (the John Harvey Jones school of 'business!') and not considering the future. There is no way that labour costs are a significant part of the cost of a Scalextric car (possibly it is on the complicated trains which are now made in China), so savings there are insignificant and the quality control problems easily wipe out the cost saving.

Several stories re-inforce this statement: :-) apparently John Harvey Jones own

consultancy went bust - remarkably difficult when the only cost is yourself; :-) a distributor friend was most upset to receive all his new Chinese sets (direct from China - the "manufacturer" never even saw them) and to discover that they all had speed bumps on the straights! Imagine the cost of replacing all those straights, every set had to be shipped back, opened, resealed and then there was the cost of modifying the tooling; :-) Spanish slot cars are more complicated and yet cheaper than Hornby's. Spanish labour costs are rarely to be much cheaper than British, if anything they will be significantly higher.

Some of you will of course be wondering what happened to the extremely rare sections of Chinese "speed bump" track, well I did manage to liberate a few for myself, the rest should have been scrapped by now..

Apart from useless track sections, I think I have been more successful with Williams F1 cars than the real F1 team (hands up who was surprised when Zanardi spun off!!) - I picked up a hand made (resin) prototype of the Sega sponsored Williams Renault (the one with a picture of the drivers feet on the sides of the nose), apparently this was featured in the Hornby Collectors magazine (the club that preceded Racer), if anyone has that issue I would like a copy. That was joined by a black prototype of the current Williams FW20, which has contrasting white suspension detail, that I found at the Dutch clubs Rotterdam swapmeet.

Which brings me back to the newsletter - I enjoyed Tony Frewin's article on collecting, which bought back so many memories. I was surprised that Tony had to pay as much as £6 for his lime green Mirage, but that is inflation for you (before anyone was looking for them they were even cheaper!). I guess my £8 blue swivel guide Vanwall has gone up slightly in value

since I stopped racing it! And someone has suggested that I might be able to make a profit on my £80 Bugatti. But the thing that really bought back memories was his mention of the Jeff Spencer coin toss - in my case we were arguing over the price of a blue Abarth, like Tony I won the toss (yes children gambling is good

for your wealth!).

Finally, the article on T45 trucks caught my eye - the Union Jack design appeared on a couple of factory prototypes (such as my hand made gravel truck), presumably they were thinking of producing John Kent's racing truck.

PERFECT PANOZ

BY JEFFREY DAVIES

I think FLY have dug a hole for themselves with their UK special edition Panoz as I find it difficult to believe they will ever be able to beat the colour and paint finish on this model. It is painted in the most magnificent metallic scarlet, this is the nicest colour I have ever seen on any car of any scale, either model or real. In fact, I wish I could paint my road car in this colour!

This is easily the nicest coloured Panoz I've ever seen. The FLY model of the Panoz is, to my mind, a work of art as they have managed to capture just about every grill and vent perfectly on the car even though the real car is a really complicated shape, starting with the almost pontoon-like front wings down to the central powerbulge, and no less than eight separate vents on the front of the car. They have

also done a particularly good job with the headlights, a vast improvement over the headlights on the Ferrari 512S. The overall shape of the car looks great and the detailing is brilliant, even down to the back of the plastic for the mirrors being silvered to represent the glass (this really needs doing for the mirror on the Porsche 908).

In my opinion, this is FLY's best non-classic car yet produced and they should be congratulated on a brilliant job of the body moulding. Having track tested the silver version of the Panoz, the car performed excellently, being quite wide and very low. I spent an extremely enjoyable evening the other day racing in Abergavenny with both my son and my daughter at a new slot car club (One in South Wales! Hooray!) and I hope this club goes from strength to strength as it surely deserves to. It was interesting to note that most of the people

there were racing FLY cars, including one person using a 908.



Members letters



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Dear Alan,

Recently in the NSCC newsletter there have been many comments written about the sheer volume of products available this year and which people are likely to spend their hard earned cash on. As it is now verging on the impossible to buy one of everything released, even if this is financially viable, you have the problem of where could you store all the cars? Personally, this is a far bigger problem than the actual financial outlay.

My current favourite brand is FLY but even though I have a FLY trade account I cannot purchase all the limited edition cars, i.e. 511 Porsche 908 as Gaugemaster are importing these in such small numbers there are not enough to go around the dealers, and I certainly wouldn't purchase one off another dealer at a vastly inflated price, therefore making it impossible to obtain a complete FLY collection. Another example of the sheer number of variants on any car is the Dodge Viper. I set out to collect all the different liveries but gave up on the tenth car, when I realised there was about another ten to go!

As Phil Etgart recently remarked, Ninco aren't really going anywhere with their models this year, so this has ruled out Ninco's new releases. I'm not a great fan of the new SOX cars as generally I find them less than impressive. I can't remember the last time I bought a Scalextric car but fortunately I've reviewed quite a few lately and they have been fine, but not impressive enough to make me part with my own money for one. I dislike the TVR as the grill seems the wrong shape. It may be an accurate model, but I find it less than aesthetically pleasing. If the Caterham 7 comes out right however, I would certainly buy one of these.

The majority of models I intend to purchase this year are made by the smaller companies like Pink-Kar and Reptec. I have ordered both a yellow and silver Auto Union and a British Racing Green Bugatti as a lot of my favourite cars were pre-WWII Grandprix cars. I wish several of the major manufacturers would look at producing models from this era. Why has nobody made a slotcar model of an E.R.A.? Just to give one example, with narrow tyres, no magnets, these cars would be really fun to race. Another pair of cars I'm considering purchasing are the 1:24 scale pre-WWII Mercedes and Auto Unions being released later this year by Carrera. I have seen mock ups of both these models and they looked most impressive.

Obviously I will be purchasing at least one of the Lola T70 and Porsche 917 models released this year by FLY. Personally I find models of the current Grandprix cars totally uninteresting to look at. In conclusion, if manufacturers expect me to part with my hard earned money they must produce well made scale models of interesting cars from interesting periods.

Yours sincerely,

Jeff Davies

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SN7 8LN

Dear Alan,

I want to include in the next edition of my book some details of home and club track/circuits. If members have a track in their loft, garage etc and/or they attend a Club I would welcome details, circuit length, electronic timing, counting, etc. and quality photographs, colour prints preferably. The home tracks must of course be Scalextric but the club track can be slotted wood etc. But not rival makes or Hornby will be understandably upset. I regret I can't promise to publish every one. If a home track looks interesting but photography is a problem I may be able to arrange for a professional photograher to call.

Thanks.

Roger Gillham.

36 Longford Court
Bell Lane
Hendon
London
NW4 2BU

Dear Alan,

While at work earlier this month I came across an old Exchange and Mart dated Thursday December 31st 1970. Having quickly leafed through the by now decrepit pages I came across the section for Toys and Hobbies and cut out two items I hope will be of interest to the members.

One advertiser is seling eight motors for £1 and the second is advertising the private sale of varoius Scalextric sets. One being the Grand Prix 80 set for £6, which if I'm right, included two C5 Europa Vee's and two C6 Panther's which ran on a four lane oval and was in catalogue 9 - 11, which was the years 1968 - 1970, and all for £6!!

And by the way, have any readers heard about or used Proops Brothers Limited for motors, etc. in years past? I would loove to know.

Regards,

Peter Blasio.

WONDROUS THINGS

BY GRAHAM SMITH

It all began late 1970 at the age of 11 when my brother and I received from “Father Christmas” a Grand Prix 50 set which had the two Ford GT40 cars.

As this set is not shown in any of the catalogues I can only assume it was obtained from one of the Mail order catalogues around at the time. In addition, I received the Rally Mini Cooper C7 and the accessory pack HP2. from various relatives. I seem to remember the set stayed up well into the new year, as we challenged all friends and relatives to give us a race, much to my Mum’s disgust. My brother and I nicknamed the Mini Cooper “The Tank” because how ever much you crashed it (yes, I know not the ideal way to race.....) it never sustained any damage.

Because I never saved enough pocket money to be able to purchase any cars, only track, the cars rapidly became worn out and on many occasions we visited the local model shop for repair. At this time my cousin had a permanent layout (See page 12 third one down on the right hand side in the 101 Circuits catalogue) on which he raced MRCC and Airfix cars and some American ones that my uncle obtained in his capacity as flight engineer for B.O.A.C. I remember he had a couple of Corvette stingrays. Anyway he became interested in girls and sold me his complete set for £10.00. I raced the cars for a while, but not realising the true value rapidly confined them to the spare parts category. (Poor)

There now follows a largely barren period where I became a teenager and tried to sell my Scalextric to one of those “We buy sell and exchange anything shops” to raise some extra cash. This was around about the time when the market and interest in Scalextric had slumped.. Anyway, luckily for me (in hindsight) the man in the shop pointed to a large pile of track and cars and said “I can’t shift this lot so I don’t

want any more of that stuff”. The large suitcase was now confined to the loft.

It was on one rainy day some 5 years later and a free period from college that I and some friends went back to my house and dug out the large suitcase. Needless to say nothing much worked, but after saving some money from my many part time jobs, I managed to purchase the C126 JPS lotus 77 and the C121 ELF Tyrell 007. These two cars were shortly followed by the C025 Ferrari 312 B-2 and the C026 March Ford 721. Power was supplied by a battery charger that my father had made. This had a slide resistor that if you put almost on full would make every Scalextric car “race tuned”. If you did put it on full the fuses would pop. A few more pieces of track where added, the little corners and straights that are so useful for making those large circuits work. Free periods at College were never the same again.

Starting work and courting my now present wife, whom I married in 1980 saw another lapse period of Scalextric. This was revived when I left home and was told by my mum to clear all my rubbish out of the loft. That now familiar suitcase came with me to our new home, a large Victorian flat that had a huge lounge ideal for racing Scalextric. Jill (my wife) joined in and many a time we would have friends round for a meal, a bottle of wine and few laps. This was when the hobby for me really took off.

I then started collecting cars whenever I saw them, nothing in particular, just if it was a bargain or I liked the look of it. My collection rapidly grew and whenever I met somebody new at work or socially the conversation soon came around to Scalextric. On one occasion somebody at work gave me a box of bits and said “see what you can make of these”. Out of which I managed to rebuild a Lister Jaguar, Lotus 21 and the two Offenhausers all in good condition. The guy refused any money saying he wanted them to go to good home. On another occasion a friend of mine moved house and gave me his Scalextric because he did not have anywhere to store it. This consisted of a large amount of track, catalogues and accessories plus

the two C007 Mini's, C36 Honda GP and the C8 Lotus Indianapolis.

I joined the NSCC in 1991 after another friend of mine saw an advertisement, in I think Autosport, and I have never looked back. My first swopmeet was like Howard Carter discovering Tutankhamuns tomb "*Well can you see anything? Yes wonderful things.*" Needless to say I made a few purchases. I would class myself as a collector / home racer and although my collection is small in comparison to some peoples with just over 100 cars, I would like to think I have representation of most periods of the hobby the manufacturers and the different formula's. I particularly like GT1 and Formula 1 and currently collecting the Fly range. I also have a large amount of track including, 3 Goodwood Chicanes and accessories which allows me to construct almost any circuit I like

in the living room of my current house. My most recent track purchase, the Flying Leap, was obtained at last years Liphook swopmeet for just £10:00 in Very Good condition and it works, great fun! My latest car purchase was the two Nascars, Kodak and Kellogs Cornflakes, £24:00 the pair at a local model shop. I also collect the catalogues and all other publications related to the hobby. My son Michael who is 6 can give me a race for my money so I am not alone when it comes to racing at home and he already he has a keen interest in the hobby.

Anyway this brings me up to date and all that remains for me to say is a big thank you to the NSCC and all the hard work that goes into making it such a success and for expanding my knowledge and collection. Sorry to say the two GT40's and the Mini Cooper were confined to the great racetrack in the sky a long time ago.

MY HOME TRACK

BY PHIL BARRY

My visit to Hay-on-Wye in 1997 to see Andrew Meredith's impressive four lane track finally convinced me to have a go at my own.

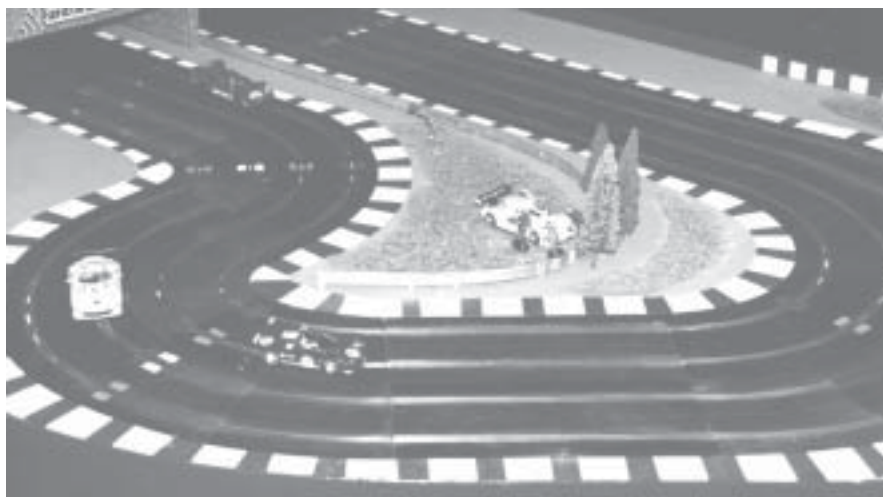
Armed with loads of advice and encouragement from Andrew, the starting of your own Club articles by Steve Carter and finally permission from my Hospital Social Club to store and race at our Club House, I set about designing the circuit. The Function Room at the Social Club had an oddly shaped floor area for it to fit into and the track did not need to be too complex and scare off novice drivers, while it had to have a good variety of corners and be easily marshalled. In the end, three marshals, plus the starter can cope, I think we have achieved our aim on all counts.

We used 6 eight by four

sheets of half inch M.D.F.; metric hasn't caught on with me yet! and 120 feet of 1" and three quarter timber to make the base for the plexytrack.

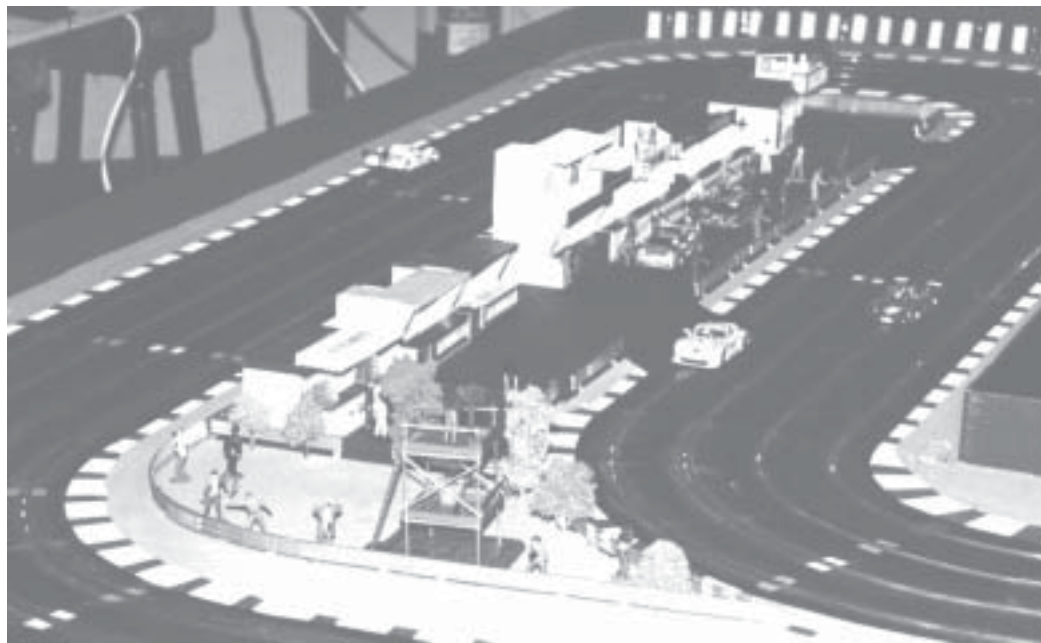
The M.D.F. was cut and shaped into five sections, the largest being eight by six and is only just portable, although we could transport it in a Luton Van. We have a three section bridge, which proved to be the most difficult part of the construction for Nigel West, our carpenter. He had to translate my scribbles on odd bits of paper into a working model, overcoming awkward joints to get the track sections to fit.

Undertrack wiring and soldering seemed



to take forever, but each section was checked and double checked to avoid smoking wires at the big switch on. I used about 200 feet of 1.5 millimetre flex (my one concession to metric) R.S. components connectors and large case catches hold the wires and M.D.F. together.

I painted Hornby and SCX track borders with white sandtex, which incidentally is an



ideal covering for old pit or building restoration, I then overlaid the borders with the satincoat stripes to simulate the slippery bits on a real circuit.

Whilst on the subject of borders, I'm not too impressed with Hornby or SCX service. I used my local stockist to order them, with the misguided idea of supporting local businesses. My stockist tried his best to obtain them, but the first batch from Hornby took over three months to arrive after they lost the order! Then Gaugemaster had none in stock, although when I contacted them they had some in their shop. It is a shame nobody on the wholesale side bothered to check the retail side for a customer. In August, another order was placed with Hornby and that did not arrive until November. I was stuck; I could not complete any other jobs until they were in place.

Cork tiles were fixed outside the borders and the sand traps created by roughing them up with a wire brush in a electric drill. They were

then sealed

with matt varnish to stop the dust. Tyre stacks were next; made from pipe lagging, covered in green and white Solar Film, which is used to cover wings on model aircraft. It sticks and shrinks when held close to a heat source. They were then all sewn together with button thread and they all work very well. We tested

them with Fly cars with a pair of 6 and 10 year old drivers!

Brickwork on the bridge is of sheets used on dolls houses. This was given a couple of coats of matt varnish to toughen it up. Crash barriers are Scalextric superglued, sprayed silver then PVA glued between and under the cork. These, hopefully, will take quite severe knocks.

Trees, buildings and the now compulsory lake, have tarted it all up a bit and they do not get in the way of serious racing. The track is timed by Dave Le Lievres excellent Slotmaster system and for a touch of authenticity, the rocks at the lakeside, are from a graveltrap on the Silverstone G.R circuit! Hence the track has been nicknamed 'Aberstone' until we christen it properly.

The bridge is illuminated under its arches with dolls house festoon bulbs and the 'Dunlop' La Passion De Future logo is a reminder of my Le Mans trips.

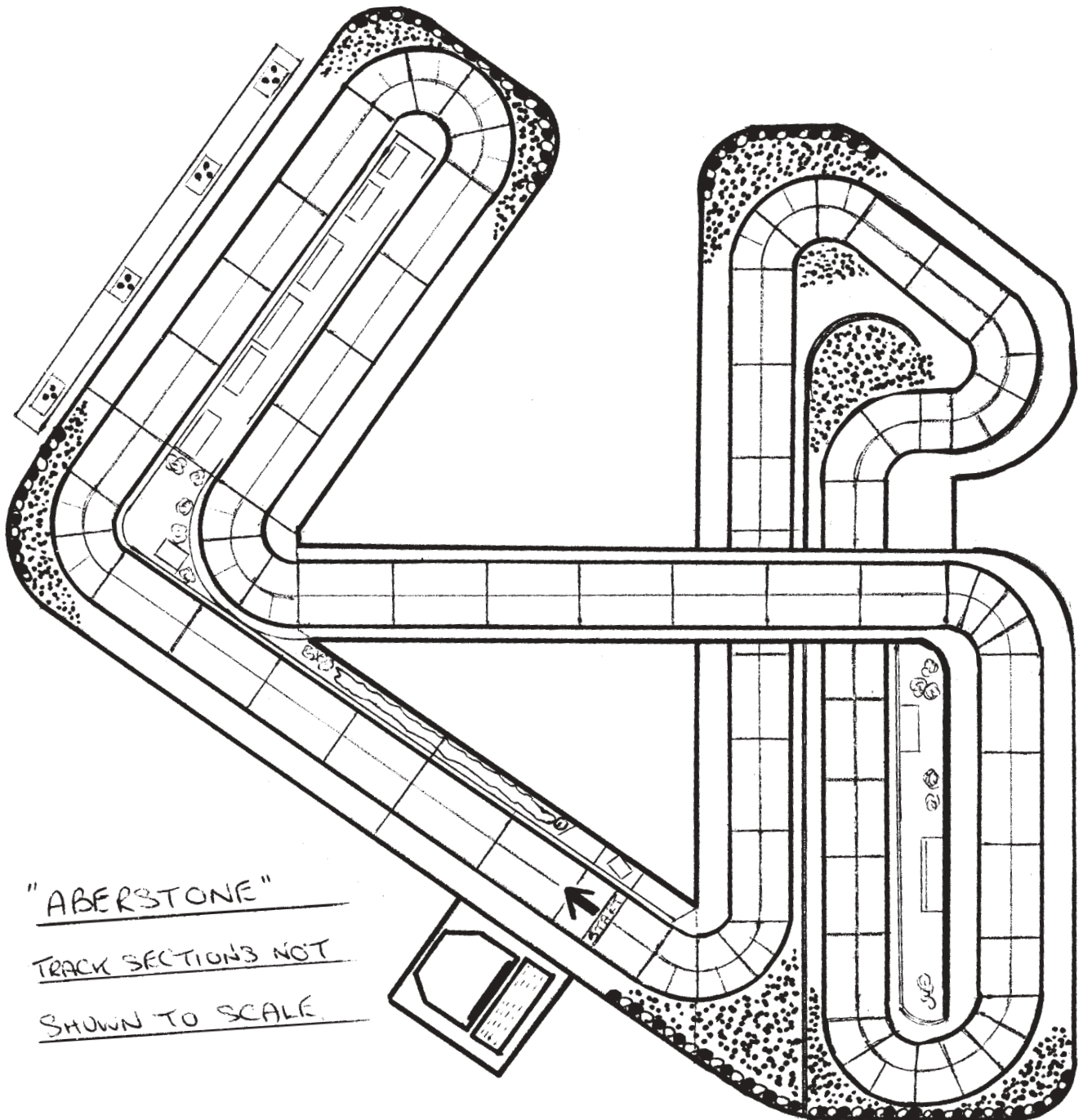
Unfortunately, the red and green lanes each have a ninety degree bend at the end of the bridge straight, but the room shape was the problem, and although it is not recommended, it will even out by racing a heat on each lane. As Andrew said 'They are all there to be raced on!'

The lads from Wye Valley Racing came and checked the track out. They measured it at eighty six and a half feet, oh alright, 26.36

metres and the lap record stood at 7.09 seconds. They reckon six second laps are on the cards and the visit from the GT. Championship should have sorted that.

In the meantime, our carpenter, Nigel, being an experienced dad, is planning to run a junior championship. We have had enquiries from our local Motor Club and the Hospital

Junior Doctors Mess about running some races for them. Many of our hospital staff have made enquiries who have had Scalextric sets as kids, we have the potential to get some healthy (sorry!) monthly meetings going, so as with other articles, the plea is; if you are in the area, ring me on 01873 852091 (Hospital) 01873 853691 (Social Club) or 01873 852429 (home) for a thrash around the track!



TWO MORE FOR THE COLLECTORS TO FIND



They are of 2 prototype Williams. One is a black mould test of the latest Williams FW20, with white suspension details. The other is a hand made mock up for one that they didn't release. Rumour has it it was featured in the magazine of the Hornby Club that eventually became "The Scalextric Racer".



Australian set reference C695T. Containing the 2 Valvoline Mondeos.

Anyone with any other information on this set please contact the editor.



BORN AGAIN SLOTRACER

BY JOIN DILWORTH

As a born again slot racer, via the usual charity shop acquisition of a vast amount of old Scalextric, I've slowly been building up a collection of 'the-ones-I-wanted-as-a-kid-but-couldn't-raise-the-pocket-money'. I was thrilled to bits when I saw adverts for the new MRRC Ferrari 275P cars. Based on the old Monogram shells; the ones only the rich kids had in the old days; the ones that made Airfix look like washing up bowls.

In the box, the model looked as good as I remember. The mouldings of the shell really are beautiful. Delicate and precise, and perfectly capturing the character of the real car. The lovely high windscreen is a particularly well produced in thin crystal clear plastic. If you are into 60's Le Mans types, this is unmissable.

On the track it seemed to go well. Not ever having managed to get my hands on a Monogram racer myself as a kid, just drooling at them in the Teddington model shop. I wouldn't know how it compares in terms of performance, but on the track today it's fine, and very competitive with other scalex cars. The motor is the familiar Mabuchi S can, the chassis a nicely designed simple plastic unit that is light in weight. Timed laps and so on don't really help me judge performance much; the SCX 333SP will virtually go round the whole circuit

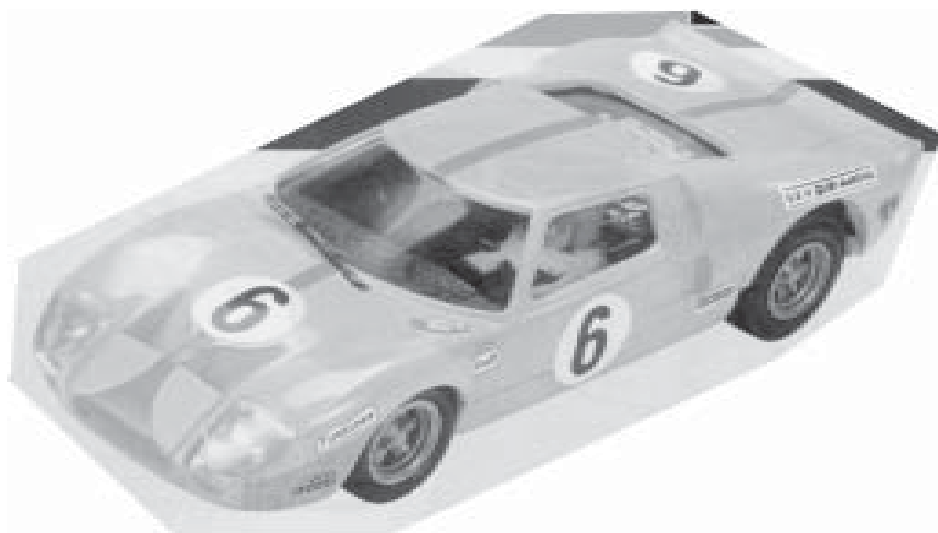
with the throttle nailed to the floor, and records the fastest lap without a sweat. But it's no fun to drive.

The children love it though- they can give dad a race with it and not burst into tears when it spins off. Because it doesn't.

The Ferrari at first did tend to roll rather than slide, this is partly because of the refreshingly authentic scale size makes it a bit narrow, and the tyres are pretty narrow (unlike recent monsters like the Ninco XK120). There is a magnet with two alternative positions, in front or behind the motor, and I found that by lowering it through the chassis by cutting the aperture, I could fix it to give just the right amount of stick and eliminate the tip-ups.

Having now ruined it's collectability as a mint boxed item (makes the others more valuable for the rest of you) I decided to go the whole hog. I stripped the shell and sprayed it a nice Ferrari red (about the only colour not available, strangely), adding MRE decals instead of the slightly crude self-adhesive ones it carried before. I shortened the body mounts to give a more realistic attitude on the track, and finally exchanged the wheels for a set of 'Pink-car' Ferrari spokes, which I felt looked much better. Just a whim. Now, I'm proud to say the thing looks and goes great, and makes a great companion piece for the Airfix 275LM and Pink Kar Ferrari 250GTO.

Monarch seem to be promising a Chapparral 2C as the next release. I dearly hope the Ferrari sells well enough to persuade them. I want it for Christmas!



CARRERA PORSCHE 911 GT1 EVO TEAM FES REPORT

BY ROY BUTCHART

The chance of a lifetime to test drive a Porsche 911. No not a sit in and press the pedal type but just as exciting and probably a lot safer knowing my driving.

Carrera Evolution team FES this is one of only 1500 cars made to commemorate the recent union of Carrera and Federacion Espanola Slot (Spanish slot federation). Looking at the car for almost a week my mouth was watering waiting for Saturday to come around so that I

could set up the track to test this car. With a beautiful silver and black livery and a red tail spoiler and with red and yellow flames coming from the lights this car looks fast. Let's hope it lives up to its looks.

It's on the track lets go. Ouch! its going in reverse. Right turn it around and lets go! Wait a minute its hitting of the spars on the bottom of the track. The guide blade is to deep. Okay change the guide blade. The braids change quite easily. Bback on the track and lets go. This time no problems. This car is living up to my expectations, it holds the corners well and the acceleration is rapid. The magnet seems to be quite strong. The cara has no lights which is good so all the power goes direct to the motor.

Verdict, yes I like it. Pity I have to hand it back!! Apart from the faults I have already mentioned the windscreen wipers look very fragile and so do the mirrors. All in all a very nice car.

I want one.

NSCC - HORNBY HOBBIES

WEEKEND 8TH/9TH MAY 1999

BY ALAN GREEN

Travelling down to a seaside resort normally means that the weather is going to be foul. This looked to be no different. Travelling through dark clouds and a shower. However on arrival in Ramsgate the sun appeared, this could be a good weekend.

When we approached the hotel I thought 'Hum, this looks nice' and I wasn't disappointed. Compared with last year's accommodation this was indeed a good choice.

The format of the weekend was as follows; initially there was open practice for the racing, this was followed by a question and answer session with Hornby Hobbies staff and NSCC committee members. Next came the first racing heats which took us up to the evening meal and pub quiz.

On Sunday morning there were the remaining races, followed by the presentations.

For the open practice we used either our own cars or those supplied by Adrian. At this point we did not know what cars we would be racing, so it was interesting to see which cars people brought to try out – Subaru, GT1, Vectra, Lamborghini, NASCAR, Jordan F1. However there was only one person with a TVR. Did he have some inside information?

On to question time. Mike Walters the Development Manager was representing Hornby. The questions were diverse in nature and answered very honestly.

Then it was time for the business to start! The cars were unveiled. TVRs painted to represent the lanes.

This would be a round robin event of three groups. All competitors had four races one in each lane with a points system for each place. There was also an extra point up for grabs for the fastest lap of each race.

Then it was over to Murray (Adrian) and Martin (Clive, sporting a nice pair of legs – so I'm told) to start the proceedings.

Overall the standings after the first three

heats were:

Driver	Points
Graeme Thoburn	26
Peter Day	26
Jack Thoburn	25
Sean Fothersgill	25
Richard Green	25
Alan Green	23

There would be more to play for with three more heats on Sunday.

All this was followed by a ladies race, in which the race wins were shared equally with only five points separating them at the end.

Driver	Points
Kate Crighton	22
Alison Hamlin	19
Jane Smith	18
Liz Legget	17

The pre-dinner bar talk centred on sex, drugs, rock & roll, or was it Scalextric? Most of the discussions were around how much Hornby need to do to catch up with the competition. There were still mutterings about separate power to each lane, power surges and how much is a pit stop piece of track now worth? And more importantly who's got one! (I know. Ed)

The evening meal followed which was a great success and everyone commented on how nice the meal was and how friendly the staff were.

Phil Egart said that his quiz was going to be easy and to be honest it wasn't (well not for our table). He prepared a good set of various questions, which were more general questions about racing. Graeme led the winning table with the chairman and Adrian in attendance (think they had some inside information). However well done Phil (he finished before Match of the Day!).

Sunday started well with breakfast and the sun was out. Could we race outside? I thought to myself. On checking the stats

for yesterday I dismally viewed the lap time sheets, alas my name was missing! The fastest time was Peter Day on Yellow lane at 7.658 closely followed by Andy on Green lane at 7.709.

The drivers were separated into different groups today. After a quick practice session it was down to racing. Race distance was increased to 12 laps.

The competition was close from the start. Now, was it the breakfast or the fresh sea air? Three heats finished with less than .20 of a second between them (I didn't see them talking to each other afterwards) the closest was between Greg and Henk with a gap of .07!

Final heat results:

Driver	Points
Sean Fothersgill	50
Richard Green	50
Peter Day	49
Graeme Thoburn	48
Jack Thoburn	47
Alan Green	47
Andy Moore	47
Roger Petri	44

The semi-finals were run over 25 laps, with the first two across the line qualifying for the final.

The second semi was a grudge match between Alan & Richard as Richard was out to avenge last year's result (Dad pipped son on the line for a place in the final).

The B Final

30 Laps duration with Andy Moore on yellow lane, Roger Petri on blue, Jack Thoburn on red and Graeme Thoburn on Green. Yet another father & son battle to be fought out resulting in disappointment for the dads, as the sons have won both encounters! (I think pocket money will be severely reduced in the future).

The A Final

The final was made up of Sean Fothersgill (last years winner), Richard Green (Best Junior last year and crowd favourite), newcomer Peter Day and Alan Green (3rd last year). Three are members of the Medway club and Sean (the non-member) with the task of retaining his title. In 30 laps time we would know who would be

the champion!

Sean took the win, with Richard holding off Alan and Peter 4th. Another race in which a son beat his father. Total race time was 0.8 second longer than the B Final! (Andy therefore thinks that he is the logical winner!)

After everyone had got their breath back and had had a glass of the amber nectar the presentations and raffle then took place.

Conclusion:

Overall impression from all the competitors was that this years event was better than last year. It was certainly good, clean, close racing.

Thanks goes to Adrian and Clive for organising the weekend. To Hornby Hobbies for their frank and honest answers to questions, Phil for his quiz, to all the marshals and to all the Jarvis hotel staff for their hospitality.

The only thing remaining is 'Who can stop Sean making it three in a row?'



Overall winner Sean Fothersgill was presented with a shirt and some goodies by Mike Walters.

POST SCRIPT.

During Sunday morning Jamie from Hornby Hobbies arrived with samples of the latest products. Caterham 7, Lotus 7 and Mercedes CLK LM

The Caterham and Lotus 7's feature front mounted Mabuchi motor, different inside configuration, new types of tyres but maybe not the new compound. The bodywork is well detailed and includes detail on the underpan.

Initially there will be two different colours with road and race versions available.

The Mercedes CLK LM features the extensive interior detailing as seen in the TVR with new wheel hubs.

These look good products but it will probably be three months before they reach the shops.

