

# NSCC

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

No.212

November 1999

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## AND IN A PACKED PROGRAMME TONIGHT

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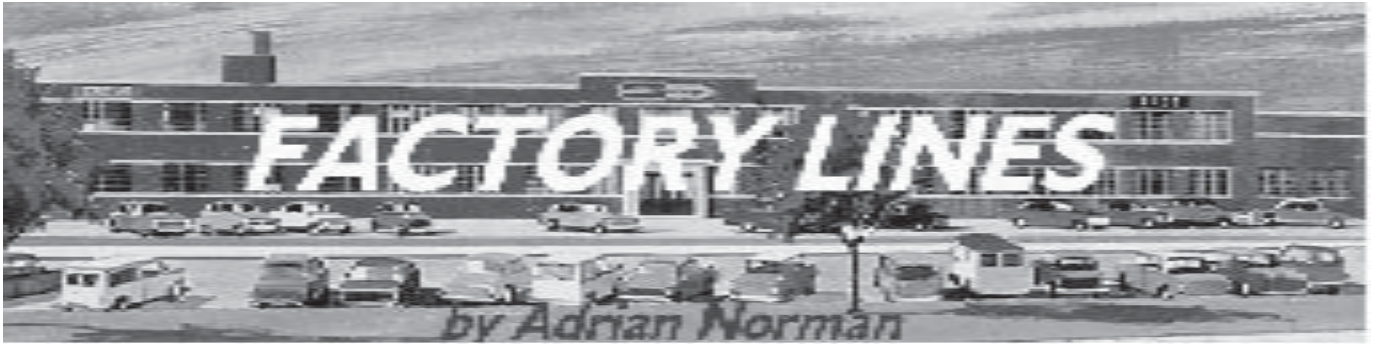
What - I've got to do another one? you are having a laugh! Well, the second one is done - hopefully with a few less mistakes. Thank you very much for all the kind comments; they are truly appreciated. 48 pages this month so I hope I haven't been too ambitious.

I have had a wonderful response to the request for kit making articles; in fact I have received so many that I shall have to split them over two months. If you continue to send stuff in at this rate I shall have no problems filling the Newsletter.

I have received eight pages of adverts so some of you are obviously trying to raise money for Christmas presents, while the rest of us should find something for our own stockings! Also included in this issue is a mammoth article from Phil Etgart about Scalextric Jaguars. More than any sane person could ever want to know about the big cats. I'm just grateful he sent it in by email and I didn't have to decipher his handwriting.

That's it for now; Brands Hatch is beckoning and I'm off to the Formula Ford Festival - more close racing than a year of F1 and more mayhem at the first corner than any slot car meeting! Perhaps someone could make a FF set - only a couple of body shapes and thousands of possible liveries. Mind you it would need a lot of spare wheels and an enormous gravel trap.

Till next month,  
Brian.



## THE WHEELS OF INDUSTRY KEEP ON TURNING.

Despite the factory's planned closure early next year the wheels of industry roll on unabated. More cars and more livery variations are due before the New Year.

The 40<sup>th</sup> anniversary Mini is available in two colours, green and red. Beatties toy store are currently selling the red Mini as a separate boxed car whilst Toys-R-Us are selling the identically liveried Mini but in green as a free promotional item inside the 'Mini Racing' set. I believe 1000 were made of each colour.

The current range of new NASCAR racers and, most interestingly, the Senna cars have been on sale in Holland since early October. That means of course that you may be able to order from Dutch shops via the Internet or similar, or wait and see if they are released in the U.K.

A blue TVR Speed 12 export version has also been released in Europe. This car is a similar blue to the standard Subaru or Argos Porsche GT1.

The factory is currently working on finishing the Mercedes CLK and Ford Focus. The Lotus and Caterham's are being shipped out to satisfy customer orders. The Senna cars are finishing their production runs. The cars ordered via the Scalextric Racer magazines are also nearing completion, the TVR's have been completely sold out, the factory advises me. News will soon be released of the people's car plus some new additions to the American horse power stable.

Scalextric Racer members will be able to buy two Caterham 7 cars. One is silver and the other gold. The silver one looks particularly nice. Those members who are patiently awaiting

some of the cars advertised in the 'Racer' magazine in the summer can expect them in early November. All the cars are ready and they are being prepared for despatch

There are some more NASCAR updates: Four Pontiac G.P. cars sporting STP, Interstate Batteries, Caterpillar and Home Depot are bound for the USA. The Pontiac is a new body and follows the design of the Ford Taurus and Chevrolet cars.

Hot news, too, is that the factory are testing softer tyres. That is excellent news.

### REFERENCE LIST

- C2243 Subaru Impreza 'Barratts'
- C2244 Mini 40<sup>th</sup> anniversary in green (Toys-R-Us)
- C2245 TVR Speed 12 (40th Anniversary) Red
- C2246 Subaru Impreza (Collectors Centre) Blue
- C2247 TVR Speed 12 (Collectors Centre) Green
- C2248 TVR Speed 12 (export) Blue
- C2249 Mini 40<sup>th</sup> anniversary in red (Beatties)
- C2226 Pontiac GP Interstate Batteries
- C2227 Pontiac GP STP
- C2185 Pontiac GP Home Depot
- C2186 Pontiac GP Caterpillar
- C2307 Caterham 7 Silver
- C2308 Caterham 7 Gold



# VARIO 16

BY JEFF DAVIES

What is a Vario 16? A rare disease? No, it's Ninco's latest piece of electronic wizardry. Many years ago radio control racing went through a revolution with the introduction of electronic speed controls allowing far more powerful engines and batteries to be used as well as allowing far greater run times. In a similar fashion I can see Ninco's new electronic hand control advancing slot car racing as this is the next logical step forward.

Electronic hand controls have been around for years, I had mine in 1988 but it was a very expensive item, handmade. Ninco's is the first mass produced, affordable hand throttle. This hand control is best used in conjunction with an independent power pack for each lane. The Vario 16 has a large jack plug which means you must either purchase a special plug in straight, code 10401 or an adaptor to plug it into a normal power straight. These hand controls can be used with any track system as they will plug into a stereo headphone jackplug receiver which can then be wired up in the normal manner to suit any track system.

I connected up the handset and the plug in straight to my Ninco test track. The handset has 16 separate settings with 8 of them marked on the hand control itself, showing the graph of car speed against trigger movement, from setting number 1 to number 8. These are selected by the position of four switches set into the side of the hand control. Using several different cars it quickly became apparent which setting suited which car, for example I like setting number 8 when using a Ninco Ferrari F1 car as the car only needed microscopic movements of the trigger to use the full performance of the car yet set on number 1 it was ideal for cars with no magnets. The hand control smoothed out the current flowing to the car making it far more stable and much smoother in operation than a conventional resistor type throttle. Obviously, these hand controls are never going to get hot and also, with no moving parts, they should last considerably longer. When you look at them they just shout quality. In the future I think all manufacturers will have to make this kind of hand control as they are such a quantum leap forward over the resistor type.

## NINCO CHALLENGE 1999

The idea originally came to me when I met Nick Sismey at the Olympia Toyfair in January 1998 and he invited me and my son Richard up to a race meeting at Derby HO slot racing club. This meeting brought up several interesting points. The first one was the only way you can have a race meeting between members of different organisations is to use identical standard cars with each car staying on it's own lane and only the drivers changing around. This then removes even the difference between box standard cars and the results are solely due to driving skill. Using a six lane track you should, ideally have 12 races per team of six to even out the results.

Personally I believe the standard of skill required to race the kind of cars the B.S.C.R.A. use is not significantly higher than the level of skill required to compete in the various standard slot car contests. Initially it was agreed to use the Aberstone track and for the B.S.C.R.A. to race a Welsh team on this track. Phil Barry, who built the track, was all in favour, as was Andy Meredith, Phil Fields and the rest of the team. Subsequently it proved impossible to agree a date with members of the B.S.C.R.A. to come down to Wales and it was agreed we would use Pinewood Raceway in Reading and the date set for October 17th. Even before this was agreed Ninco had very generously offered to sponsor the event and provided sufficient Porsche GT3s and Ferrari F1s to run the event, along with the brilliant new electronic handcontrols.

**Race report follows next month.**

# Members letters



Dear Brian,

Thank you for overcoming your prejudices and allowing Clive Pritchard's article to be published - against your better judgement. As a long term member of the NSCC, as well as being Andre's father, I would like to reply to a few of your points.

Firstly, who is talking ludicrous amounts of money? Some sponsors this year displayed stickers on Andre's car for less than £1,000. Because large corporate sponsorship is not easy to find at this level, Andre's racing was funded by numerous smaller sponsors. This meant there was a much more personal link between Andre and his sponsors. In fact, the F1 Club -a motor racing enthusiasts club with similar membership numbers to the NSCC have displayed individual members names on Andre's car this season for £50 per name.

The F1 club are more than willing to advertise the NSCC in their monthly club newsletter in exchange for a similar ad in our club magazine. Hopefully, this would introduce many more like minded members to the NSCC.

As you mentioned in your personal introduction, you are a motor sport spectator - as are many of the NSCC members. Sponsoring Andre could increase your personal involvement with the sport. The F1 Club have been staunch supporters of Andre for two seasons. Mark Blundell and Martin Brundle are the honorary Vice Presidents of the Club. As both clubs are based on an interest in motor racing, this could be a valuable link to the NSCC.

Secondly, I fail to understand why Carl Breeze and Jay Wheals are "more deserving". Andre was a long term member of the New Addington Slot Car Club and I have been a member of the NSCC virtually since its inauguration.. I am sure these other drivers are as equally deserving, but what links do they have with the NSCC.

But , let's face it, motor racing is a very tough, demanding sport which needs full commitment, courage, determination, emotional and physical strengths - not to mention the ever present need for financial sponsorship. We wish the best of luck to all up and coming young British drivers - whoever they may be.

For the year 2000 Andre is trying to raise the budget to race in Formula Renault Sport - part of the TOCA package with crowd attendances of between forty and fifty thousand at each event. If the NSCC was involved at, say the Donington, Brands Hatch and Silverstone events, we would be more than happy to set up a track to attract the public's attention to the NSCC - particularly the younger people who are, after all, the collectors of the future.

By the way, with reference to your introductory article in your new role as editor Brian - try not to upset too many people - we need to keep the membership up!

Richard D'Cruze

Brian

I have just read Clive Pritchard's article in this month's Newsletter. I agree wholeheartedly with your comments that is far beyond the means of a club such as ours to sponsor an upcoming driver which might, in any case, be unconstitutional. Surely any surplus funds could be better employed targetting a more selective audience that might be interested in slot cars (e.g. manning stalls such as that at Goodwood). Does any committee member monitor the sources of referral to the club and could they not, from this information, identify where "publicity funds" best be used?

Ian Metcalfe

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Brian

I object very strongly to the idea of the NSCC sponsoring a driver in motor racing. It would be expensive, be of no benefit to the club and has no relevance to the aims and ideals of the NSCC.

David Lawson

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Brian,

Clive wants to see what reaction he gets to his suggestion of sponsoring an up-and-coming driver by the NSCC. I am in agreement with you in that each member could think of a local driver or two in their area who was in need of some loot. How could we choose between all of them? Best steer well clear of these troubled waters and back to slot racing.

Austin Pilkington

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Brian

I very much agree with your comments about the ridiculous sponsorship proposal from Clive Pritchard. Even if the cars raced by Andre D'Cruze were fitted with a guide blade and Mabuchi motor, I feel that the club should leave it to the slot car manufacturers to invest their resources and marketing budgets to promote their products at that level. By all means continue to promote the club via a presence at major motorsport events or use the regional representatives (who are they, what do they do?) to stimulate interest through local shops and club events.

Mark Phayer

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**Thank you very much for your response on this issue. I have had over thirty replies ( apart from Richard, all strongly against) so I have only printed a selection. I will keep the subject open for another month if anybody else would like to add anything. My own comments at the end of Clive's piece were designed to provoke discussion as I would like to see the letters page become a lively forum for debate. I promise to print all shades of opinion on any topic you care to raise - I only edit for spelling, grammar and personal abuse.**

**A few people doubted Clive's sanity on this one, but we should remember that his job, which he does very well, is to raise any suggestion to promote the club. Some are excellent; some need more work; inevitably some will be the result of a visit from Daft Idea Animal. We need your input on all of them.**

**Brian**

# Members letters



Hi Brian

I can answer a few of the questions raised by Robert Torres:

C5 & C5a - the later one (a-type) has wider wheels & tyres

E5 French Marshal's cars - the base does not say Made in England, the decal on the side is different, the drivers head is different and it uses metric screws & inserts.

All French made UK cars had different drivers heads, and if they used screws these were metric rather than imperial. And they weren't always black, when they ran out of black bodysells they used whatever colour came to hand - usually green or red, but there is a possibility of blue or even yellow Marshal's cars having been made.

French C64 Bentley, both black & green have a different colour (light brown) tonneau cover and red wheels - and of course Made in England has been deleted.

The type numbers for Electra's in RG's book are bound to be wrong - there are about 12 different types of Electra and the book doesn't list that many.

There is nothing special about any of the Hornby 'Special Edition' wrapper cars - apart from the cardboard outer, and when you think they make 5000 of them (which is a normal Fly production run) they can't be that special.

Peter Morley

p.s. I think the NSCC should sponsor a racing car/driver - me (lots of publicity at the Monaco historic race next year.... very reasonable price my son....).

Seriously you can't do it, since you will never choose who to sponsor (unless you present the members with a (choice free) voting form like the one for the NSCC committee) and the money you can afford to contribute is too small to pay for anything worthwhile.

I would also suggest that comparing a Barber Dodge Pro car to F3000 is a bit far fetched, one is the Formula directly below the top level, the other is several stages removed from CART.

.....  
Brian,

Congratulations on your appointment as editor, and good luck!

You asked for feed-back on Clive Pritchard's plea to sponsor a driver. I agree with you and would be against such a scheme. I would prefer surplus cash to go on special editions for the members.

I wonder if you could put in an appeal for info on the dreaded brown marks. I would particularly like to know if they can suddenly start appearing on an old car that has previously been in the clear. Is the answer to remove the tyres from potentially vulnerable models? Any info from knowledgeable members would be appreciated.

Ian Campbell

## **THE SCALEXTRIC ASSOCIATION. CIRCA 1960-69**

At a recent swapmeet I was asked about the existence of the 'Scalextric Association' supported by a letter from Triang Scalextric. The letter, not addressed to the inquirer nor dated (but obviously mid '60s), was penned in reply to an inquiry about joining the 'Scalextric Association'. The letter continued.....

"Membership is at present limited to Scalextric clubs with a minimum of 10 members, and we regret that there is not at present a club in your locality.

We hope you go ahead and form a new Scalextric club and we will assist you by putting you in touch with any other Scalextric enthusiasts in your area who may contact us. For your guidance we set out below very briefly, the ideas behind the Scalextric Association.

The aims and ideals of the Association are:

To stimulate enthusiasm and enjoyment in Scalextric model motor racing.

To promote and foster the formation of Scalextric clubs.

To provide an Advisory Bureau to co-ordinate the activities of Scalextric Clubs.

To publish, at intervals, a bulletin of news and views on topics of interest to Scalextric enthusiasts and of Scalextric club activities.

By putting individual Scalextric owners in touch with each other, the Association will assist in the formation of new clubs and thus open up opportunities for competitions.

When a number of clubs have become Members of the Association in any locality, they will be asked to form an area committee from their members, this committee being responsible for organising the local inter-club competition fixtures and meetings. We shall provide opportunities for club members to visit the Minimodels Factory at Havant, where they will be able to see how Scalextric is produced.

The rules of the membership to the association are simple-

1/ Admission to the Scalextric Association is to be free.

2/ Membership to be granted to clubs using Scalextric equipment, although it will not be barred to clubs using models developed by individual members.

3/ A club to consist of a minimum of ten members, one of whom be elected Secretary.

4/ All communications between clubs and Association Headquarters to be conducted by the club secretaries.

5/ The financial arrangements of an individual club will be the responsibility of the club concerned.

We wish you every success should you decide to go ahead and form a Scalextric club, and look forward to welcoming you to the Scalextric Association in the near future.

Yours faithfully, PVG McDonald, Secretary

Scalextric Association

C/o Minimodels Ltd.,

*Leigh park, Havant, Hampshire.*

Were any of our current members also members of the Scalextric Association, or do you know anyone who was? There are lots of aspects of the above letter that I hope members will write in about. Better still, I hope this letter promotes some thought or action. Maybe someone has some ideas about how we can get all the clubs around the U.K. to get together. Maybe there are advantages and opportunities, may be not. What thinks you?

Adrian Norman

# AA JAGUAR

BY JEFF DAVIES

What I find fascinating about our hobby is the way that different cars appeal to different people. If I asked 100 NSCC members to nominate their top 10 models they own it's unlikely that you would have two lists exactly the same.

On numerous occasions I have started to draw up a list of my top ten favourite cars. These would be the cars I would have to rush in and remove from my house first in the face of imminent disaster. None of the cars I have drawn up on the list have been particularly valuable but they are cars that either mean something deeply personal to me or cars I just really love.

Recently, I have tested a car I would have to consider adding to this list as this car is one of the most enjoyable I have driven for ages. The body on it has not got great detail, the paint finish is not the best (and this is being kind) and the interior is out of a B.S.C.R.A. vacuum formed body but I just love the look of this car going around the track as it reminds me of the real ones we used to run around in. It is an A.A. Bodies mark II Jag 3.8.

David Yerbury was kind enough to make me one knowing I'd wanted a slot car model of one for years, as I had used several many years ago as my daily transport, buying them for as little as £8 in the early mid-seventies when no one wanted one. I bought a mint 42,000 mile mark II 3.8 with a broken engine for £65, bought an engine for £25 and sold it through Motorsport for £200 and thought I was doing well. This car was later sold on for an absolute fortune as the price went up as it went through various dealers. Also, one of my more enjoyable jobs as an apprentice used to be to fit new brake pads to the ex-police mark II Jags and go out and give them a real hiding to bed them in.

All of the above are reasons why the mark II Jag is a very emotive and nostalgic vehicle to me.

The AA bodyshell fits directly onto a Ninco XK120 chassis. This has the added bonus of the beautiful chrome wire wheels and I fitted an NC-2 engine. I quickly erected a Ninco test track. This car performed brilliantly in a straight line with ballistic speed (hardly surprising considering how light it was and the fact it was running on a 14 volt track). What really surprised me was how well it went around the corners despite having no magnet. The tyres on this particular chassis were very soft and this helped as well as the vast majority of the weight being very close to the track. I really enjoyed driving this car and in a way it was the fulfilment of a small personal ambition.

The mark II bodyshell differed from the mark I body already made by AA bodies in the following aspects: larger windows, especially the back window, bumpers with over-riders and grill and front indicator lights. To my mind the mark II looks far better. I'd like to thank David Yerbury for supplying me with a painted bodyshell and Ninco for supplying the underpinnings. This car will not appeal to everybody but I loved it.



# SCALEXTRIC AND THE BIG CATS!!!!

BY PHIL ETGART

The relationship between Jaguar Cars and Scalextric goes back way before the first of the plastic cars to the early days of Minimodels in North London.

Founded in the late 1940s Minimodels were one of a small number of British companies producing tinsplate toys. The thing distinguished Freddie Francis's company from many of its competitors was the added play value of its products. In the early days they produced working tinsplate typewriters (mini-type), and a charming range of trucks that had both forward & reverse gears a variety of other body styles.

In the constant search for new products Freddie Francis recognised the huge market for toy cars that 'Dinky Toys', and its counter parts satisfied, but wanted to offer a toy that was more involving for children. Hence in 1952 when the Minimodels range of 'Scalex' tinsplate cars debuted they were motorised with the innovative 5<sup>th</sup> wheel winding mechanism that provided the 'Pull Back & Go' novelty of watching your toy cars moving under their own power.

The first model to be introduced in the Minimodels 'Scalex' range was the Jaguar XK Roadster. This car was Jaguar's first new model post war, and indeed the first all new model since the name changed from 'SS' (derived from Swallow Sidecars and deemed not a wholly appropriate name for a British company in the immediate post war years).

The 'Scalex' model was available for a number of years, and consequently was available in a variety of boxes from the early Navy Blue over White type box to the later pit building box. The car itself had the 5<sup>th</sup> wheel 'Pull Back & Go' mechanism plus steerable front axle and this could run round in circles in your Mum's dining room table (if it was wide

enough to accommodate the limited turning circle). The car was produced in a number of colours, red, maroon, metallic blue, dark green, cream and light metallic green have all been seen. It is conceivable that others exist as cars in the range periodically turn up in undocumented colours (white Ferrari GP, light metallic green DB2). It is assumed this is attributed to the company's spray painters using whatever paint was in the gun on which ever bodies were to be painted (unlike plastics where you can run the tool until the particular colour batch of plastic mix runs out). The car then had a racing number printed on (silk screen judging by the mesh effect visible on some models) to replicate the racing versions that were being successfully campaigned at the time. As it was the first model in the range, this model remained in production for a number of years by which time Jaguar had progressed through the racing C-Types and onto the D-Types. The Minimodels 'Scalex' range itself was a mix of pure race machines, and road going cars, and hence the next Jaguar to appear was a saloon bodied car.

Around 1955 'Scalex' introduced a delightful model of the Jaguar 2.4 saloon. It was modelled with the rear wheel arch fender skirts in place and this had the look of a lead sled 'Pan Scraper' of a saloon! It was produced in a larger scale than the XK Roadster (1/28<sup>th</sup>?) and whilst it had no glass in the windows it did have a realistic looking pressed tin interior. The model itself accurately reproduced the lines of the 2.4 saloon and for my money is the nicest Jaguar in the entire 'Scalextric' range. It was produced with the fifth wheel system and posable steering and was available in metallic blue, red & silver. This model is now difficult to obtain, and is undoubtedly the rarest of the 'Scalex' range.

The next innovation of Freddie Francis was the introduction of his 'Startex' range which had a new method of winding the clockwork motor, a pull cord either disguised as the steering wheel (Sunbeam Alpine) or as the exhaust system tailpipe (Austin-Healey 100/6 & Jaguar 2.4 saloon). The 'Startex' Jaguar 2.4 had gained 'smoked glass' windows (opaque black plastic), but lost the pressed tin interior. It was available

in three colours red, cream & silver. Whilst not as rare as either the 'Startex' Healey 100/6 or the 'Scalex' Jaguar 2.4, it is still an extremely difficult model to obtain.

By 1957 Fred Francis recognised that the 'Scalex & Startex' ranges were beginning to get a bit long in the tooth and sales were beginning to wane in the face of an increasing number of new toys on the market. It was around this time that Fred Francis developed the concept of a motorised car that would run around a slotted track picking up current from two metal rails, from the existing 'Wire Cars' that were being raced by specialist clubs. 'Scalextric' was born.

The initial products were derived from the tinsplate 'Scalex & Startex' ranges (MM/C 51 Maserati GP, MM/C 52 Ferrari GP, and MM/C 53 Austin Healey 100/6). Whilst a contemporary leaflet showed two additional electric tinsplate cars (Jaguar 2.4 saloon and Aston Martin DB 2), the only trace of these cars is the underpan for the Jaguar (pictured in Roger Gilham's book page 22) and an unsubstantiated report of an electric DB2 in the possession of an NSCC member. Thus whilst I would love to think it is out there somewhere, it is reasonable to assume that the 'Scalextric' tinsplate Jaguar 2.4 saloon failed to reach production.

The reason for the discontinuation of the Scalextric tinsplate range was that Minimodels was sold to Lines Brothers. With the investment 'Tri-ang' already had plastic injection moulding through its model train factory at Westwood Margate, it was decided that best development of the product was through plastic models, consequently the charming range of tinsplate models was discontinued.

The plastic range debuted in late 1959, amongst the first four models in the '1960' range was a replica of the Lister Jaguar that had been successfully campaigned in the 2<sup>nd</sup> half of the 50's. The C56 Lister Jaguar was initially produced in Big Head/Loop Braid format in four colours, red, yellow, green & blue (two distinctly different blues exist). In 1962 the range was slightly modified to include the new round pin guide. The body moulding was modified to include drivers arm & shoulders moulded into

the body, and a more realistic 'Medium Head'. At this point the model was also produced as a lighted car (E1). It was still available in four colours, blue (the darker of the two previous shades), green, yellow & red (a lighter shade than the previous version). Although the red & yellow medium head cars must have been in shorter production runs than the blue & green judging by their rarity (it is not unusual for red/yellow unlighted cars to turn up with lighted underpans without the lights fitted). A number of lighted loop braid Lister's also exist in green & blue although they are more unusual than the lighted round pin version. M/H R/P lighted Lister's exist in yellow & red but are fairly rare. In spite of it's being a mid 50's car the Lister Jaguar survived in the UK range until 1964. The Lister Jaguar was also produced in France in slightly different shades of the same colours. M/H R/P French Lister's in yellow & red are far more common than the English version. This may be partly because the Lister remained in production (according to catalogues) as late as 1969 on mainland Europe.

In 1961 Scalextric introduced their model of the 'D' type Jaguar, and whilst it was shown in the 1961 catalogue as a lighted competition car (The D-Type & Porsche Spider were to be next in the lighted range after the Lister and Aston Martin DBR). It was only ever produced in an unlighted version. The C60 D-Type Jaguar was initially available as a medium head loop braid car, but fairly early on in its production run (catalogue 3 1962) in common with all of the range, it was converted to the round pin guide. It remained in production in four colours, red, yellow, green & blue (The earlier lighter blue car was only available in loop braid version), and stayed in the range until 1965. The 1962 catalogue (No.3) shows a white D-Type in its colour centre spread whilst one or two examples are believed to exist, their existence is unsubstantiated other than by this photograph.

In 1966 a new 'Race-Tuned' version of the D-Type Jaguar appeared. C91 was now fitted with a swivel guide, which radically transformed its handling and had a 'black sided' race tuned RX-motor fitted (faster armature than the

standard version). In common with most of the race-tuned cars, they were only steady sellers. They fell between two stools, dearer than the normal range and thus less affordable for 'Little Johnny', but not fast enough and driveable enough for serious racers, who by then were graduating from US slot kits (Monogram Cox etc.) to vac formed generic blobs and sponge tyres. The final version of the D-Type retained the swivel guide, but was restored to a standard RX-Motor and was moulded in a lighter green. In late 1998 a white D-Type was given away by Hornby Hobbies through an NSCC competition. It is not known when this car was moulded but is assumed it is a more recent mould test.

Jaguar's XK series of Roadsters was becoming hopelessly outdated by its competitors product (if only in looks) and they desperately needed a new sports model. In 1961 they unleashed an awesome beast of a car on an unsuspecting world. Looking years ahead of its time, project XKE was a car that is still breath taking to behold today. Imagine the impact (in a 1960's England full of Morris Minors, Ford Popular's and Hillman Minx's) when the E-Type was unleashed.

Catalogue 9 (1968) heralded the launch of Scalextric's answer to a diminishing 1/32<sup>nd</sup> market, and to the growing range of American 1/24<sup>th</sup> scale slot kits and ready to run items. The launch of the Super 124 range must have seemed like a giant leap forward at the time. But unfortunately was not well received due to the size and cost of the system.

The E-Type Jaguar was well represented in the Super 124 series both as a standard GT car (24C/101 available in green) and as an 'Ace GT' car (these had simulated braking through a counter balanced arm which was thrown forward onto the inner wheels under deceleration, thus creating a braking effect). The 'Ace' car (24C/603) was produced in white. The Super 124 E-Type was also available in very limited quantities in red (this is an extremely difficult car to obtain). The green E-Types were available as both set cars and separate boxed items whilst the white and probably the red were only available as separate boxed items.

Unfortunately almost all of these cars suffer extreme body warping ending up banana shaped (with the apparent exception of the red E-Types. Different plastic?). Even with body distortion these are still highly collectable items.

The Super 124 range ceased production in 1970 at approximately the same time as the Havant factory was closed and production transferred to Margate.

In 1971 Scalextric finally released their 1/32<sup>nd</sup> scale model of the car. The model was tooled up by the Exin factory in Barcelona, where they moulded all body components (Inc.. glass) and chrome trim, which were then exported to the Margate factory for assembly for the UK market.

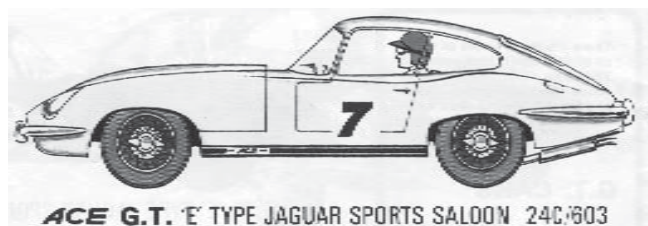
The main difference's between the Spanish and English models were the type of wheel/tyre fitted, RX motor, and the colour range. In the UK the C34 E-Type Jaguar was fitted with yellow cross pattern wheels (Scalletti Arrow/Dart rear wheels and their front tyres) was available in green, white & red. The UK cars had a UK type number plate.

In Spain the car was fitted with far more attractive chrome wheels and slightly taller slimmer tyres. The Spanish C34 naturally enough came with Spanish number plates, and in addition to the green, white & red bodies exported to the UK. The car was available in Spain in blue and a bright orangey red. It is relatively difficult to obtain good examples of both these colours.

In 1995 the E-Type Jaguar was reissued (as number '8371') in the Spanish 'Vintage' series. It was a marginally darker green than the original (nearer British Racing Green), but still retained the nice chrome wheels. The underpan had been amended to accept the 'Spanish Can' motor.

E-Type Jaguars were also produced by the Mexican factory. As with many Mexican models these are particularly prone to body warpage. The Mexican E-Types are unusual in that rather than a 'Hecho En Mexico' core stamp than just have the 'Made in Spain' core stamp ground off! To date they have only appeared in the same colours as the Spanish range and as a

consequence of both of the above facts, now sell for similar prices to Spanish issues – if you can find straight examples!



With the discontinuation of the E-Type from the British range in 1972 there was a lengthy gap without a Jaguar in the Scalextric range until 1988, when the Le Mans winning XJR9 was produced. Initially available in set No C742 'Le Mans', the car appeared in a red Silk Cut type livery.

The version of this set supplied for mail order included the Castrol livery instead. The initial batch of sets was produced in a hurry to meet catalogue deadlines and consequently instead of being tampo printed, the sides panels and aerofoil had paper stickers applied. This version of the C382 Jaguar XJR (and also the matching C444 Porsche 962C) are ultra rare. The standard version was widely available, as a separate boxed item.

Subsequent versions of the XJR were available as follows:

No	Livery / Colour	Date
C382	'Castrol' – Green	1988 – 1994
C148	'Jaguar' – Mauve	1991 – 1993
C603	Super Cats – White	1996 – 1997
C602	Super Cats – Black	1996 – 1997

It is worth noting the C483 XJR Jaguar Red/White car was briefly available as a separate boxed item in 1994.

The XJR9 also exists in small numbers in neutral mould flush colour plastic, plain Grey, metallic moulded plastic Silver colour, and as a clear mould flow body.

The Le Mans winning XJR9 remained in the range until 1997 through the 'Super Cats' set. The cars look great fully decaled and are unusual in that the livery is part tampo, part decal sheet.

In 1993 they were joined in the range by another Jaguar dream car. The XJ220 was announced in the early 90's as a strictly limited production run. The cars were all paid for in advance of production. Their hefty six figure price tag ensured that only the rich and the famous were able to afford this 'Super Car'. Prior to delivery they were reported to be changing hands for £500,000+, and quite clearly were unlikely even to be seen by most of us, let alone owned.

Amongst a deluge of XJ220 models to hit the market was the Scalextric version, which is not only one of the nicest Scalextric models ever produced, but probably one of the best models of the XJ220 produced.

Initially issued in 1993 as a separate boxed item the XJ220 has been re-liveried annually and the range to date is as follows:

No.	Livery / Colour	Date
C257	Metallic Silver	1993 – 1994
C290	Metallic Blue	1993 – 1997 Spain & USA
C483	Endurance Version Lighted & unlighted versions	1995 – 1999
C230	Maroon	1994 – 1995
C591	PC Automotive	1996 – 1997
C2013	Italy	1997 – 1998
C2083	Gold	1998 only
Red Scalextric Enthusiasts Club limited edition 1998 only		
C2137	NSCC 200 <sup>th</sup> Newsletter limited edition	1998 only
Metallic Red 1999 product launch commemorative model 1999		

The C483 endurance version is shown in Metallic Blue on the cover of catalogue 35 (1994) but only exists in Metallic Green. Part tampoed versions are also known to exist.

The C257 in Metallic Silver exists with Black roof, Grey roof or Silver (i.e. untampo'd) roof.

The C290 Metallic Blue 'Set Only' car was available in Spain as a 'Super Slot' separate boxed item. Also as a separate boxed item was the North American 'Irwin' distributed 'Superscale' range.

The C2083 Gold XJ220 was the first to appear in the new plastic box, but only remained in the range for one year, and was probably produced in fairly small numbers.

The XJ220 itself has been seen in a Variety of colours. All are very small quantities of pre-production or unsprayed bodies. Blue (unsprayed C290), Emerald Green (unsprayed C483), Grey (unsprayed C257) & Neutral/Ivory (mould test colour plastic) are known to exist. A variety of mould flow bodies are known to exist in very small numbers, certainly in Turquoise, Peach & a Light Green. A handful of clear mould flow bodies are also known to exist (likely to be six or less).

To launch the Scalextric Enthusiasts Club, Hornby produced a limited edition XJ220 in Red. This was given away to subscribing members during early 1998. The car supposed to be produced in a limited edition of 5000, but it is not believed production hit this level. The car was supplied in mailing bubble pack not a conventional box.

In commemoration of the NSCC publishing its 200<sup>th</sup> newsletter, Hornby Hobbies produced a limited edition XJ220 in Green with Gold commemorative tampon printing. This was produced in an edition of 1003 Pieces (the club membership in March 1998).

In January 1999 Hornby produced a Metallic Red XJ220 to give to its trade customers to launch its 1999 range. Only 300 of these splendid looking cars were produced and they were never commercially available.

At the point of writing this article (January 1999) it became known that Hornby had introduced a new range of 'De-specified' cars. These are no frills versions of cars already produced in the range intended to be sold through specific retailers. The cars themselves have no working lights, no driver platform and blacked out glass. According to the scant information available at the time of writing, of the seven 'De-specified' cars produced initially three were XJ220's. Two in a set produced for John Lewis prior to Christmas 1998. In addition a third De-specified XJ220 was apparently a version of the 'endurance' car (C-483).

XJ220s also appeared in a third scale 'H.O.', through the micro range. To date three Micro XJ220's have been produced.

G082 – Green endurance (also in set 6090 'Super Endurance')

G2006W – White

G2007W – Red

Therefore Jaguars had now been produced in the Scalextric range in all three scales!!!!

In addition to the tinplate and main ranges injection moulded Jaguars. The Spanish factory produced Lexan bodied Jaguar's in the SRS range. In 1987 they introduced the first XJR6 in TWR 'Silk Cut' livery (which C419 was loosely based on). This was followed in 1989 by 7039, from the same tooling, but this time an XJR9 in 'Castrol' livery. With the re-launch of the SRS series in 1990 these reappeared as 9005 (Silk Cut) and 9007 (Castrol) and were joined in 1991 by what now purported to be a XJR12. But yet again was from the same tooling (9305).

The 'Silk Cut' version of this model was short lived and soon replaced by an identical livery sporting 'Jaguar' where 'Silk Cut' previously was – Oh the joys of tobacco advertising!!

1992 saw the end of production of what is now referred to as the SRS1 range. It was at this point it was replaced by the SRS2 range. The cars retained the same space frame type chassis, black can motor and interchangeable rear axles, but now had injection moulded bodies. The initial two releases were 9314 Jaguar XJR14 (which came in a 'Silk Cut' like purple livery), and 9315 Mazda 7870. These were soon re-liveried and 9317 'Bud Light' was released in mid 1992. The SRS2 cars seemed to have disappeared with the demise of the Spanish factory. However they reappeared once manufacture resumed in China as Tyco SRS2. These cars featured an inferior black can motor to the Spanish version, but still performed well.

The Purple XJR14 appeared in a marginally different shade of Purple, but more

interestingly the White 'Bud Light' version was issued in a modified 'Pro Light' livery due to alcohol advertising restrictions. Of the commercially available SRS2 cars the 'Bud Light' Jag is the rarest.

However as ever a small number of factory mould test bodies in Yellow appeared soon after the Barcelona factory closed. Whilst it is not known if those were genuine mould tests, or items run off in the dying days of the factory. These are highly prized (and priced!) cars.

In late 1998 'Techni Toys' (who by then had acquired the 'Spanish' Scalextric licence) produced the 1998 Spanish (formally Chicane Club) limited edition. This was an SRS2 Jaguar XJR14 moulded in Black with an appropriate decal set and a specially printed card mailing outer (rather than a box). As club membership is limited to Spanish addresses

only this car can be difficult to obtain.

This is the story of 'Scalextric & the Big Cats' to date there may yet be a long way to go! This is a particularly nice example of a single marque collection you could build, although one or two of the items are both rare and relatively expensive. In addition to the Scalextric range there is a world of slot car Jaguar's to collect both proprietary brands (Revell, Strombecker, Jouef, Airfix, etc) and vac form bodies. The cottage industries offer a variety of Jaguars including a C-Type and a wonderful XJ12 powered by twin Mabuchi Motor's!

Jaguar models are well collected in their own right and so expect them to turn up in unexpected places. Whilst other manufactures items would make another good chapter of this article my pen is once again running out of ink, so that must wait for another day. Whose money is on Margate producing the XK8 and also re-badging it as a DB7 – I WISH !!!



*ABOVE: The NSCC team at Goodwood*

*Full report next month*

## BOURNEMOUTH SLOT CAR CLUB HOSTS A ROUND OF THE SCALEXTRIC PROTEC RACE.

The Bournemouth Slot Car Club were invited by Hornby to host one of the national series of races to launch their new brand of racing car, Protec, which is aimed at the enthusiast slot car racer. Their round of the championship started one early summers' morn as bleary-eyed teams arrived at our raceway to do battle in the early hours (10:30!).

Roger Potter, Secretary of the club hosting the South West Protec heats continues the story.....

This was to be the local round of the Protec challenge but the greatest challenge seemed to be spelling the team names as we were presented with, for example "Ferritts" and "Anoracks".

Father Christmas, in the guise of Derek Purkiss, eventually handed out the boxed bits and pieces that were to make up the cars and the teams departed to various corners of the building to construct their 'winner'. It was interesting to observe how some cars were built by a team effort with much discussion as to which pinion to go for and so on, while other opted for the "You're it" approach, "Get on a build it for us". Some teams had every conceivable aid to construction but one was observed to be using nothing other than a bent piece of wire and a nail file.

Racing eventually got under way on our 110 ft. four lane track, controlled by Dave Lelievre's excellent Slot Master system. The cars performed extremely well and fast lap times were recorded consistently. The obligatory motor change was retained and made in times ranging from four to six minutes and following this the second race session showed significant improvement in lap times. Most laps in three minutes were recorded by Mark Wilkinson (20.20), Steve Bridle (20.03) and Shaun Dufeu (19.74). The eventual winners were the members of the "Autounion" team by a handsome margin over the "Grinders" with the "Ferritts" third and "Anoracks" fourth.

A most interesting and enjoyable day. Meanwhile, we eagerly await the Grand Final hosted by Hornby Hobbies Ltd. of which I will bring you further news as we close the year.

## DUNDEE COLLECTOR AND RACER CLUB REPORT

BY R. P. BUTCHART

Not a lot has happened lately on the club front with holidays and such, but we did take part in a local gala day. We got in at 10A.M. to set up the track and with 11A.M. as the starting time we had to work fast to get it all working. It was meant to be a fairly simple track but as no tables were provided we had to put it on the floor.

We were very busy from opening time onwards and with the competitors ranging in age from 4 to 16 years it was a lot of fun. The charge was 20p for 10 laps and with only 5 marshals we were kept very busy with cars flying off at every bend - my back was killing me for three days afterwards. But it all went very well with £20 raised which means we had about 100 customers. We gained 4 extra members for the club and got in some valuable practice for the display we are doing at the Dundee Model Railway Exhibition on the 23rd. October. As it is their 50th anniversary they are opening it up to other hobbies as well and it should be the biggest exhibition in Scotland with about 40 working layouts. I will report later on our visit.

# MAKING AN EXTENDED 4 LANE PIT STOP

BY DAMIAN EMERY

**F**irst you need 3 Goodwood Chicanes as you are going to use the offset sections and some of the straights. Any additional straight sections required can be made by cutting standard straight Chicanes.

To cut and join the track sections you will need the following tools.-

A junior hacksaw, Stanley knife – (with some new blades ), pin nose pliers, soldering iron, butane torch – or something similar to heat some brass extrusions, and some single core wire.

Your work area will need to be flat and large enough to accommodate the entire Pit section – mine ended up being 8 feet long ! I would recommend you place some thin plywood on top of your work area on which to lay your track so, when it comes to turning it over, it will be easier.

Lay your track top side up, and join all the sections that can be joined at this time. As mine is for 4 lanes, I needed two complete Pitstop sets, and an “X” and “Z” crossing. If you lay all the sections together as close as they will go, you will find the outer layby sections on each side will need cutting so they don't overlap. Luckily the layby has a join just where you want to cut it! This is nice and easy for your first `cut`. Cut the plastic first with your knife – now panic sets in as you feel guilty damaging scarce track sections. But the enjoyment you will get out of the finished article will more than ease your mind. You will find a steel rule or setsquare useful if you have one, to help keep your cuts straight . Once the plastic is cut away you will need to saw one rail .Let the saw do the cutting as too much pressure will deform it .

Line up the offset sections from the

Goodwood chicane, mark the plastic by placing the new section under the rest of the track, and marking it. Once it's lined up, cut the excess plastic off and cut two inch long sections off the 'U' section Brass extrusions, (available from good model shops). Hold the Brass section with your pliers and heat until red hot. Push the heated section into the plastic directly under the existing rail making sure it's opposite to the rail extrusion on the adjoining piece. Build the remainder of the Pitstop in this way to your required design.

Once built turn the track over and plug in your Soldering iron .Use your soldering iron to weld the plastic sections together ( spare bits of plastic can be used to feed the weld if needed ). Next clean your iron and get soldering ! I opted to link every connection with wire, as in later use I didn't want conductivity problems. If you take this option you will need to cut nicks in the track supports so it will lie flat when turned over.

The next step is to be able to switch the pits electrically. For this, I turned to model railway parts. I started experimenting with solenoids and cables, but they weren't 100% active, so back to the drawing board . Eventually I came across a new range of point switches made by Peco.

The next step is to remove the red plastic cover plate and direction finger from the underside of the pit section. Remove all the burrs so the direction finger moves freely. It may help to fit some thin plastic card or similar between the two sections above and below the finger to allow free travel. Once happy with that, disassemble and drill a small hole ( to accept turnout motor extension pin )in the triangular part of the direction finger. Cut a small slot, using a sharp Stanley knife, in the cover plate, to coincide with the hole you've drilled. The hole should be visible in both the furthest points of travel.

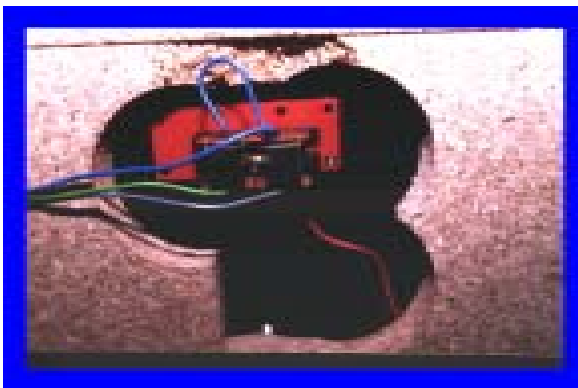
Fix your turnout motor PL 10 to the mounting plate PL 9 following Peco's instructions. Fix on the extension sleeve supplied, offer the complete unit up to the track, and once you are happy it all lines up make the



final fixings. Don't forget to make sure that the motor is positioned as such that it allows the direction finger to travel to it's extremes.

You will only be able to use two mounting screws on the mounting plate, as any fixings on the other side will foul finger travel. I haven't encountered any problems with using only two screws.

Now we need to power them up. Using a Peco PL 26 passing contact switch per motor, mounted into a PL 27 switch console unit. It's simply a matter of following the supplied instructions. You have to use the passing contact type switch, or you risk the chance of burning out your motors! Note – when operating your



switches don't flick them over too quickly or you will pass the contact so quick it won't have time to pass the current to the motor. Also to ensure they operate every time fit a capacitor discharge unit from Gaugemaster. (To operate this you will an additional 24v transformer). But at least you are not distracted by checking to see if you've switched.

The next project I'm working on is modifying some more model railway equipment to enable the cars to be stationary in the pits for a predetermined period of time, even if the controller is operated.



# EVESHAM SWOPMEET

Sunday 26th October 1999

BY PHIL ETGART

As is customary the late summer NSCC swopmeet was held at Evesham. This event, as ever, was organised by Steve Pitts and his team. Gathering early in the morning much discussion was of the significant hike in the price of Fly E prefix models with the new silver Panoz, at nearly £40 for an untampoed boring livery. This was not viewed as good value for money. In fact, in spite of the relatively short production run, one well known dealer had phoned the distributor to inform them that he would be returning a large proportion of his order due to the excessive price!

Through August and September new product had been fairly thin on the ground, and whilst nothing new had surfaced from Hornby, several new items had been seen on a factory visit 10 days earlier.

Finished examples of the Caterham and Lotus 7's have now been seen and the green Lotus is a stunner; put it on your Xmas list now! Whilst unconfirmed as yet, there was a suggestion that there would be a "Prisoner" limited edition of as few as a 1000 pieces in special packaging (how about a white sphere representing the Rover patrol balloons in the series?)

Also on view were the 2 finished Mercedes CLK's. They are absolutely stunning - well up to the Fly benchmark and seriously better than the Ninco versions. They will probably have arrived by the time you read this. The two tone green "John Deere" NASCAR was also a belter. Speaking of NASCAR, the first three Pontiacs will be available, probably very late this year, as a pair of set cars and one individual car.

More exciting was a very early mock up of the Scalextric Focus, but best of all was the Beetle. I was amazed to see this first test shot, still warm from the mould - wide wings, rear spoiler and a fully detailed cockpit - a real

stunner, but still several months away. Best of all was next year's Beetle, a cal style cabriolet - totally awesome.

From future Scalextric product to stuff about to hit the streets, Evesham saw the first examples of the Senna cars to surface, F1's, Diablos and Audi A4's. Whilst the price was pretty hefty for these South American market items it is unlikely they will be available here reasonably soon as it is believed they will be distributed in some European markets (not the U.K. as far as I am aware). Also seen for the first time was the green 40th anniversary Mini Cooper, due to be distributed through Toys -R-Us. New product from other manufacturers was thin on the ground, but the first examples of the Reprotect "Barcelona F.C." Ltd. edition was seen. The normal driver's head has been replaced by the head of this club's mascot which, while on a smaller, more realistic scale, had an air of the Ed Roth fink series of custom cartoon style slotcars from the 1960's about them.

The swopmeet itself turned up one very rare item - 1 of only 15 promotional company launch models that were produced. Such was the interest in this item that it changed hands four times during the day!

Rare Fly cars were thin on the ground - no Pace cars on offer - there had been none at Barcelona swopmeet the previous week, and with demand still strong it is likely that the price will rise from its already high level. Only one of the Mini Auto variants was available and an odd chrome Marcos. An early testshot Viper was also seen - unpainted/untampoed/first type chassis. This also changed hands very quickly.

In terms of early Scalextric a nice tinplate set turned up, as did a Startex 2.4 Jaguar saloon. Incredibly, four yellow Auto Unions were on offer and sold quickly, but the easier to find white one was not in evidence. 1/24 cars were not to be seen (apart from a straight but cracked green E-type). Scalextric's other venture into this scale - the Go-karts were available in small numbers, including a boxed light blue example. A dark red French Hurricane and Typhoon were on offer. Surprisingly these rarely seen items remained unsold, as did a spotless yellow

Hurricane.

Imitation being the sincerest form of flattery Evesham's traditional collapsing auction had become two. Items available this year included French, Spanish and Mexican cars! Bargain of the day had to be a dark red Mexican McLaren which eventually went for £30. Both stalls were total sell outs.

Point of sale stuff included a large 60's illuminated sign and a pyramid shaped Spanish shop display cabinet.

Other manufacturers were well represented with a good selection of Airfix models which included the Rapier, MG 1100 and Zodiac. There was also a nice boxed Tokyo Plamo Jaguar XK roadster.

Some curious mould flushes and tampo errors were available including a football Ferrari F40 which was a Rangers car but with the Arsenal logo on the bonnet. The Gunners in blue and white doesn't seem right somehow!

One stall had a nice selection of carefully restored Mexican cars including an immaculate **orange** Fiat Abarth 850!

All in all a busy event with several nice things to relieve you of your Scalextric dollar. Thanks to Steve Pitts and his team for organising it, and more importantly to Mrs. Pitts for providing the famous "Evesham full breakfast". I can hardly wait for the first event of the new millennium!!

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I have received the following letter from Colette of Monarch Lines. There is no point in rewriting it as a proper obituary notice as her own words say it far better than I could .

## OBITUARY

I don't know if you knew Dave Richardson who was a member of the NSCC for many years and was the previous owner of Chicane Models in Braunton, Devon. If you knew Dave Richardson or Rich Dave as I always called him, I am sure you will agree, he really was one of "Life's Gentlemen" he was always full of fun, and every time we talked, we would laugh so much, he always ended up saying .... God watch me ticker girl! And then he would proceed to laugh even more. He really was something special! You never heard him complain, he just got on with it, saying life is too short and you only get one crack at it! And you have to have a laugh! ... that makes hearing that he has passed away on the 4th of August so tragic, because he was getting on with it, he and his wife had sold their business Chicane Models and were planing a new venture. When I spoke to his wife she said that because they had sold the business and had not started on the next part of their plans they had loads of time together and that, they had a wonderful summer together. They deserved that and so much more and I for one will miss him and I know a lot of his old club members will also.

When I think of Dave I will always smile and the idea of him in heaven just makes you smile more, he is probably laughing and telling jokes, winding everyone up and then looking down on us now saying Look at those daft b's.

I don't know how you want to word his obituary but when I spoke to his wife, I asked if it would be alright to put something in the magazine and she said that he thought Dave would like that as he had know many of the members due to being a regular stall holder at the Swapmeets and member of the NSCC for many years. I am sure anyone who knew Dave and his wife and his son Lee will be as saddened by the news.

# QUICK CONVERSIONS

BY TONY SECCHI

I was taken by Andrew Stockdale's letter in the October Newsletter in reference to converting 1/32 Airfix static kits into slot racing cars. I was going to contact him direct but I thought that an article on my own personal experience in this field might interest other members also.

When I first started racing in the mid sixties there was not the range of ready made cars as there is today, and if we wanted to race something different then conversion of static kits was the norm. The method in use then was described in my first article on my return to slot car racing (Dec. 1998) and I will not repeat it here.

I still do conversions from static Kits or shells and my method is as follows:

You will need to purchase a spare Scalextric model (I buy Opel Calibra's from Sean Fothergill of Pendle Slot Racing for £7.00 each). For this you get a chassis, a Mabuchi S motor running gear and a top.

So, firstly measure the wheelbase of the static kit and cut the Scalextric chassis to the same dimension (do this just behind the front axle). Now glue the chassis together from the top using longitudinal plastic strips about 2mm thick to avoid flexing.

Assemble the top and bottom of the static kit and cut out the middle section of the bottom leaving the sills attached to the top part. Measure

the width of the opening and cut the Scalextric chassis to fit.

Using the body cut out the 2 or 3 mounting pillars and screw them to the chassis. Insert the chassis into the bodyshell and trim the pillars for length to ensure that the chassis sits level or just below the top body sills. Make sure that the wheels clear the arches and the motor does not foul the interior. I discard this and just use a flat piece of plastic card with a driver glued on.

Keep the posts screwed to the chassis (not too tight!) and add quick setting epoxy adhesive to the posts. Adjust as necessary and glue to the inside of the body. Secure with rubber bands to keep it in position until set. Then remove the chassis screws and the mounting pillars will be in position for reassembly.

I then drill a hole in the chassis, between the pick-up and the motor and fit a Ninco circular magnet - the car can take this because it is reasonably light. Wheels, tyres and final drive axle ratio can be determined by trial and error, but be careful of clearance. The chassis/body relationship can be adjusted by fine trimming or shimming of the mounting posts.

So that's it - you have placed your static body kit onto a tried and tested Scalextric chassis with its own pick-ups, front and rear axles, motor and body mounts. On some kits you may have to trim the front and rear of the body/chassis to get a snug fit.

I have built Airfix kits of the E-Type Jaguar, Porsche 917K and Ferrari 250LM using this method.

Happy building.



# DIDN'T WE HAVE A LUVERLY TIME

BY RICHARD DAVIES

My father Jeff and I decided to take a trip up to Derby to see how we compared to the regular racers at Derby HO Racing Club. Result - Slaughter. We'll get you next time!!

Despite dire promises of cloud, rain, etc. from the weatherman the day dawned clear and bright and we jumped into the car quite happily, unaware of our impending doom. We had a very pleasant journey up, laughing rather unfairly at some estate agent's billboards which read: "Nick Tart - For Sale". Ahem! We reached Lichfield and promptly got detoured about four miles to avoid the town centre, ending up in exactly the same place we had started. I grinned slightly sheepishly as I was reading the map and plugged my ears against the torrent of... er... remarks about my map reading ability. Well, I can't be perfect all the time. We finally reached Derby. Nick Sismey had given Jeff concise, precise, absolutely foolproof instructions on how to reach the club complete with diagrams. Almost foolproof anyway. Jeff had left them at home! We therefore spent several hours driving around Derby trying our level best to find our way around. We found ourselves on a motorway heading out of town twice, and had to wait until the next junction to turn round, as well as getting stuck for ten minutes in a queue. Jeff was now about to blow every blood-vessel in his entire body and we decided to ask for directions. Two sets of directions later we were still hopelessly lost. We decided to try again. Third time lucky perhaps? This time we got decent directions, and finally arrived at the club. Just as well, as my dad was now so fed-up that he was about to head for home. We parked the car, and shortly Nick Sismey turned up, while in the meantime Jeff and I discussed who was going to kill him,

and how. I was in favour of a fire axe, Jeff preferred a sledgehammer. Fortunately we decided not to bother, and instead went in and started setting up. Once the track was finished I decided to have a practise. The car flew off at every corner and I spent 90 % of my time crawling under the tables.

Oh dear. Cue 'Jaws' theme. I then spent just about all of the remaining time putting on cars and testing the strength of the underside of the tables with the top of my skull. Ouch! The racing then started. I decided to drive slowly and try to stay on as much as possible, as opposed to trying to drive fast and spending a lot of time at the mercy of the marshals. This seemed to work, especially in the open wheel races. By the time the third qualifying round ended I would have been third in the juniors. However, this was not to be. On the final qualifying round, I crashed on the first lap. Not so bad you might say. But the body came off. Unfortunate, you might say. But the track marshal was totally useless. Rather bad, you might say. And he took 2 and a half laps to figure out how to put it back on, then put it on backwards and wasted another half a lap putting it on the right way around. Oh..., you might say. I would simply say: Yaaaaa! Kill the marshal! I drove frantically, but to no avail. I would like to say at this point I went into a psychopathic frenzy and horribly murdered him, but instead I contented myself with giving him a glare that could have melted through 6 inch armour plate. The final race between Jeff and I commenced, and I crashed almost immediately. So, I tried to go faster to catch up and crashed again. By the end of the race I was two laps down! The car seemed to have developed wings and was making a determined attempt at taking off. Of course I had to put up with a victorious Jeff all the way home. For 3 and a half hours. Aaargh! Next time I'll bring a pair of earplugs. I would like to thank Nick Sismey and all who attended DHORC 104 for a very enjoyable day out.

# HOW TO CONVERT THAT KIT!

BY DAVID NORTON.

## Part One. The Chassis

Hopefully this will be the first part of an article I have been meaning to write for ages and reading Andrew Stockdale's letter in the October Newsletter has finally spurred me to hit the keyboard. Over the years I've built in excess of 40 slot cars from kits, old 1960's shells, fibre glass bodies etc.; mainly for the satisfaction of seeing an AC Cobra or a Shelby Mustang roar around my club track at Quorn and because the converted kit was something different to add to my car collection. For me, nothing is more boring than seeing 6 McLaren F1's race around a track; allowing kits to run adds variety to the racing and its much more satisfying to win with a car you've built than with one anybody can buy!

There has never been a better time to get in to "scratch building" as the availability of "bits" from companies such as Fly or Ninco is vast, so you should have no trouble obtaining suitable sized wheels/tyres etc. to suit your particular project.

The key to converting static models is *patience* and *perseverance*, there is no "correct" way of doing it, when starting any kit I have a rough idea of how I am going to tackle it and simply make the rest up as I go along..... but some basics do apply which I learnt through experience. I am quite pleased with the way my kit conversions turn out these days (my Porsche 917/10 Can-am car holds the lap record at Quorn) but early efforts looked like they had been built by a blind chimp with no arms!! ***Don't*** be put off, I learnt a lot by my cock ups!

In the past I've used Revell, Riko chassis or constructed my own from brass but these days I forget this unnecessary hard work and simply use a Ninco one!

Ninco chassis are incredibly easy to shorten or lengthen to suit the kits wheel base and proven performers if you intend to race your model. In addition as the motor is mounted in adapters you have a choice that you don't get using Scalextric or Fly chassis. But which one?....that's easy,... go to your collection, choose a close match and then purchase one from your local friendly dealer. Remember, base is not important but width (wheel track) is, the position of the axle mountings can not be altered much, so ensure the chassis when complete with wheels/tyres will fit within the arches of your intended kit. The flaring of arches is quite possible but I want to stick to basics here so that's for a future article. Note, the actual chassis width that's important is the distance between the bearing mounts/strengthening ribs, i.e. the central area, any "wings" beyond do not matter. Also ensure that the guide sweep (the semi circular area where the guide fits) does not stick out past the front valance of the kit's body when the front axle is correctly positioned, .....converted kits just look naff if the guide is stuck out the front! Any chassis in front of the guide can be removed, back to the line of the front axle mountings as, in 9 out of 10 cases, it's not required. I have modified most of the Ninco chassis but my personal favourites (and easiest for beginners) are the McLaren F1, Peugeot 306 and Merc C Class., the Peugeot is perfect for cars with not a lot of body beyond the front axle, such as an AC Cobra, whereas the McLaren/Merc suit cars with lots of bonnet/nose such as Pontiac's and Chevrolet Camaro's.

Assuming you've cracked all the above now comes the good bit, cutting the chassis in half to shorten/lengthen as required! For this I use a small "junior" axe saw blade simply held by hand so its easy to control. The chassis portion to cut, in most cases, is the area between the front body post and the front screw hole of the motor adapter. The reason for this is simple, most Ninco chassis undersides are completely

level between the axles (not counting the higher side “wings”) and once the embossed car name is filed off will sit perfectly flat on a work surface. This is the **key** to altering the length of a chassis, by making the cut line as described above each section of the two halves will have a flat base that enables them to “sit” level and square independent of each other, and when the two halves are “slid” back together the flat base on each keeps the vertical alignment of the axles perfect so your only concern is to establish the correct horizontal alignment, i.e. wheel base of the kit! Some chassis are trickier than others, the Clio is a pig as the front of the base curves upwards resulting in the front half “flat section” being very small, but this basic principle applies to all.

If we assume the chassis is to be shortened by 5mm cut 3 to 4mm only off one of the two halves ensuring that enough “flat” base remains for the section to sit level. You now need to establish a crude “jig” or template to set up the horizontal alignment. Assuming the wheel base of your kit is 72mm (which you can establish either by measuring the models plastic chassis or the distance between the wheel arch centres), take a piece of A4 computer paper and tape it to your flat work surface (I use a piece of Formica shelf) then draw a red centre line the length of the paper followed by two blue lines 72mm apart perpendicular to the red centre line and your “jig” is ready. Check the lines are square by measuring from the papers edge. Next, clip a couple of spare long axles (old F1’s are a good bet) in to each of the two sections. The following stage is simply done by “eye”; if you now slide the two halves together over the lines and you’ve not cut too much off the chassis, it will be about 1mm or so over length and so the “trail and error” bit begins. Carefully file the two pieces until they fit perfectly together with the axles sitting exactly over the blue lines and the centre line of the chassis over

the red when viewed from directly above. Note, the red line must pass through the centre point of the guide holder and, with most chassis, the rear body mounting post otherwise your chassis will be out of line! Once you’re happy with the fit of the two halves its time to glue them back together.

Smear “SuperGlue” along the joint edge of the rear half and holding firmly in left hand position correctly over the lines on your paper “jig”, and then gently slide the front section into place. Ensure you maintain a downward pressure as you carry this out so the chassis sits flat and square, then go put the kettle while the glue sets!

The paper jig will be stuck to the glued chassis but this and any excess glue is easily filed off later but for now the chassis needs some strength as its only “butt” jointed along a very thin face! With the difficult work done, simply pack over the joint (on the inside) with a suitable depth of epoxy resin, i.e. “Araldite” and the jobs complete! You can, if desired, stick (with SuperGlue) lengths of plastic to the chassis over the joint before packing with Araldite but I feel this is not really necessary. Lengthening a Ninco chassis is very similar procedure except that plastic “ribs” need to be added to span the gap between the two halves. Glue the ribs to the rear half first and then slide the front into place as before except glue the front section to the rib extensions not the rear half. Before packing with Araldite put tape across the base and fill the complete hole with glue, this will finish the job neatly! After a couple of chassis you’ll get so good it’ll be difficult to spot the join line!!

Hopefully I have managed to explain myself well enough that you now possess a shortened chassis that’s square, true and ready for fitting to your kit and next month I will pass on my method for attaching it to the body!

# RALLY REPORT

## 1999 TOYOTA 132 RALLY OF GREAT BRITAIN

BY ALAN SLADE

Saturday October 2nd dawned damp, misty, threatening with more of the wet stuff, a bit of sun low on the horizon and a rainbow in the sky. Ideal rally conditions in fact! A few competitors failed to turn up which was a shame as a lot of effort had gone into the event. Maybe next year?

There were three classes, World Rally Cars, Formula 2 and Historic/Classic. The most popular car in the WRC class was the Ford Focus with no less than 9 entered, with 5 Seat Cordoba's and 3 Toyota Corolla's making up the bulk of the rest of the class. In F2 the Maxi Megane was the favoured car with 9 entered fending off the attentions of 5 Peugeot 306's and 5 Seat Ibiza's. Toyota Celica's Lancia 037's were the fancied cars in the Historic class with 5 of each entered with Porsche 356A's, Renault Clio's, an XK120 and Escort RS1600 making up the rest of the field.

There were six stages in each leg and in the end they managed 4 legs which meant that everyone had 24 chances to get it horribly wrong! Stages ranged from the short and sharp East Devon stage to the awesome Somerset and Scottish stages.

The rally started on the Hertfordshire spectator stage, which was a Ninco track kindly loaned by Riko International. No barriers, no run off areas and a typical Palmer / Slade (although Bob Bott is learning!) track meant that it was going to be fun. What the competitors had not been told was that Riko had donated prizes for the fastest times round this stage. If they had known I'm sure that we would have seen a lot more 'red mist' runs.

Stage two was a short run down to East Devon and some fun in a disused gravel pit. It was a deceptively short track with some unexpected bumps and dips and bits in the way just where the drivers didn't want them. Bob Bott provided the most excitement by getting

his car well airborne over the scenery and then dropping back in the slot!!! Couldn't do it twice though.

Back on the road and up to a quarry in Leicestershire near Melton Mowbray. This was up to the usual Melton standard of absolutely no grip anywhere except on the grass surrounds about 50 feet off the rally route. Having said that there was plenty of 'tail-out' action and some very inspired runs, but your scribe's was not one of them.

From here it was back on the road and down to Somerset for a stage with a difference. Well several differences actually. There were bogs (real!), lots of water from the overnight rain which gradually seeped away during the day, and when was the last time that you saw a crocodile beside a stage in an English rally? This stage had just about everything with almost impossible yumps, nasty adverse camber bends with no grip and a quarry with real rocks that did not move, I know I tried!

For those who survived that little lot it was back up to another quarry in Leicestershire at Quorn. Most people knew this stage quite well having used it as a test/relaxation track at last years Touring Car final. It is fast but there are plenty of little traps for the unwary.

From Quorn it was a long haul up the M6 to Scotland and Angus where the biggest, but not the longest, stage awaited them. This was the first time that this track had been put together and apart from the twisty forest section with no barriers was a reasonably uneventful stage unless you threw caution to the wind and tried to emulate Colin McRae over the jump and assumed that the back straight could be taken flat! The log piles also took their toll.

After that it was a quick service and do it all over again and again and again and again and again.

### Results at the end of day one:

#### WRC

Nick Picknell 292.67; Bob Bott 312.45; Phil Field 312.67; Mervyn Palmer 316.38; Tony Baldock 323.67; Andrew Meredith 330.88; Paul Darby 336.32; Dave Picknell 336.95; etc.



**F2**

Phil Field 280.02; Mark Craggs 310.25; Nick Picknell 313.81; Tony Baldock 316.48; Andrew Meredith 323.10; Paul Darby 326.67; Don Stanley 335.70; Dave Picknell 337.08; etc.

**Historic**

Tony Baldock 327.69; Don Stanley 333.15; Matthew Tonks 334.06; Nick Picknell 338.63; Bob Bott 340.62; Paul Darby 347.75; Michael Shipley 348.61; Mervyn Palmer 356.53; etc.

**Results at the end of day two:****WRC**

N. Picknell 391.52; P. Field 409.85; B. Bott 409.94; M. Palmer 414.18; T. Baldock 431.80; A. Meredith 431.88; P. Darby 431.96; D. Picknell 441.55; etc.

**F2**

P. Field 375.30; M. Craggs 411.15; T. Baldock 417.34; N. Picknell 419.63; A. Meredith 423.05; P. Darby 425.83; D. Stanley 438.31; D. Picknell 448.38; etc.

**Historic**

N. Picknell 437.38; T. Baldock 440.66; M. Tonks 442.34; D. Stanley 443.69; B. Bott 444.25; M. Shipley 447.09; P. Darby 452.22; P. Field 455.44; etc.

**Prize winners:****WRC**

Nick Picknell	Seat Cordoba	391.52
Bob Bott	Toyota Celica GT4	409.94
Mervyn Palmer	Toyota Corolla	414.18

**F2**

Phil Field	Maxi Mégane	345.30
Mark Craggs	Maxi Mégane	411.15
Andrew Meredith	Peugeot 306	423.05

**Historic**

Tony Baldock	Lancia 037	440.66
Matthew Tonks	Toyota Celica	442.34
Don Stanley	Lancia 037	443.69

**Juniors:**

Mathew Tonks; Michael Shipley; Mark Hopcroft

**Riko Spectator Stage:**

<b>WRC:</b> B. Bott	Toyota Celica GT4	17.19
F2: P. Field	Maxi Mégane	16.43
<b>Historic:</b> M. Tonks	Toyota Celica	17.68

**Overall winner Phil Field.**