

Editor
Brian Rogers
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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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So farewell then , Alan Slade,
Keith's mum said you were the 2nd longest serving editor,
and a jolly good one too.
E.J.Thribb (17) (apologies to `Private Eye`)

Have you ever done something really stupid that seemed like a good idea at the time? Then you have probably had a visit from Daft Idea Animal. He is a small blue furry creature who sits on your shoulder and whispers in your ear "Wouldn't it be a good idea if?....." He has stitched me up a treat in the past but his latest one is a real cracker- "Why dont you become editor of the NSCC Newsletter?" So here we are; Alan has very wisely retired and I have spent the last month trying to learn how to drive this computer.

My first effort is now complete and will shortly be on its way to the printers, on time, despite a major computer drive failure a week ago. They told me it wouldn't be easy but I didn't expect the Spanish Inquisition!

There are only 40 pages this month but I have included everything that I have received. I gather from Alan that several people didn't read last month's editorial and continued to send articles/adverts to him. As he has been away he was unable to forward them to me in time for the copy deadline, so if your item has not appeared you know why.

As it will take me a few issues to really get to grips with the computer I will apologise in advance for any errors, blank spaces or black blobs where the pictures should be. I have several new ideas for future issues, but they will have to wait until I have reached the high standards that my predecessor set.

In conclusion, please remember that I only edit this newsletter; I will not write it for you. It's success depends on your contributions, large or small. You send it in, and, providing it is not libellous, I will print it.

See you next month,

Brian.

HELLO, GOOD EVENING AND WELCOME.

Meet your new editor.

Brian Rogers

As Alan coasts into Parc Ferme to enjoy a well earned retirement a new man takes the wheel. Who is Brian Rogers ? What does he know about Scalextric ? Is he a collector, a racer or both ? Will he change the Newsletter ? I think we should be told!

Some personal history first then - I am 51 years old, born in London but residing in Norfolk for the past 20 years. I am employed as assistant manager by a local electrical wholesaler. My main interests (apart from the NSCC) are coarse angling and motor sport spectating.

Unlike many members, I never had a Scalextric set as a child although I had several friends who did. Indeed I have fond memories of Christmas 1959 when one of them invited me round to play with one of the early tinplate sets, complete with cardboard battery house. I think I was hooked then as I hurled the Ferrari round the track until the batteries went flat.

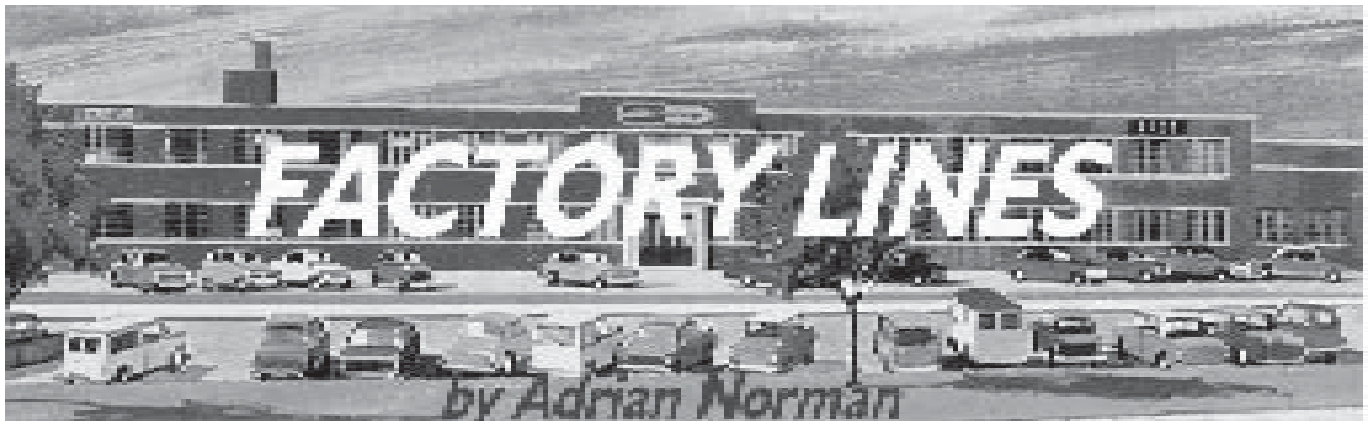
As the years passed I occasionally came into contact with slot racing , most memorably in a flat I shared in London where Airfix cars were used to pass strange cigarettes between the residents. However it was the late seventies before I acquired a set of my own. I saw an advert in our local paper for some cars and track and bought it on a whim. For the princely sum of £4-99 I received 4 cars (in V.G. boxed condition), some buildings and enough track to fill my spare room. The cars were a green Lotus 25, a yellow Lotus 16, a white Team car and a red sunroof Aston Martin. I still have them all but they are no longer in pristine condition.

Now the bug had really bitten. A new Lotus 72 JPS and a March 721 were soon added to the stable. I also continued to buy from adverts in the paper , but I never managed to get a bargain as good as that first one. Next came the purchase of the first edition of Roger Gilham's book, in which I discovered the value of that red Aston. Pity I had almost raced it to destruction by then ! Finally in 1983 I saw an advert for the NSCC and joined. My bank manager has never forgiven me.

My own collection is relatively modest, standing at about 350 cars and reflects my interests in the full scale versions. Thus, most of them are F1 cars but only in the correct colours/liveries- I don't care how rare and valuable an orange Tyrrell P34 might be; it didn't exist in the real world so I don't want one. 80% are Scalextric with other makes supplying the cars that they never produced. During the last few years (in common with many others) I have added the Fly GT cars to the collection; I just cannot resist these fabulous creations.

I have no personal interest in club racing although I am more than happy to publish any reports the racers would like to send me. I am also currently without a permanent home track as my previous one had to be dismantled to make way for the editorial computer. However I do have a freshly completed house extension containing a fully fitted loft playroom so a miniature Donington Park will hopefully start to take shape in the near future. Incidentally how do other members with loft layouts keep the temperature down in summer?

I have no commercial interests in the hobby so I can be truly independent and free to upset anybody I please. My aims as editor will be to continue the excellent work of my predecessors and help the club to thrive and grow. As always, though, I will need your support. These pages don't write themselves so all contributions will be gratefully received. I look forward to hearing from you.



New cars update

NASCAR: The following cars will be released in the U.K. this year. C2219 Valvoline, C2217 Exide, C2208 Rusty Wallace. These are the vastly improved high detail cars not to be confused with the earlier types. The difference between the two is akin to the C77 Hong Kong and C35 Spanish Ford GT40 cars from the Scalextric range 30 years ago. The underpan, running gear, body and livery are superior on the later versions. On the Scalextric website there will be some more specials available. The 'Barratts' Impreza rally car sponsored by 'Scalextric' and a TVR in silver will be added to the Marshal's and Paramedic Vectra based cars.

Reference List

C2219 Ford Thunderbird 'Valvoline'
C2217 Ford Thunderbird 'Exide'
C2208 Ford Thunderbird 'Rusty Wallace'
C2243 Subaru Impreza 'Barratt's'.
C533 Williams Renault FW15C No.5 from set
C670 F1 Super Teams.
C358W BMW 318I 'Stoppers/100+'.

More questions answered:

The Porsche 962 'FromA' No. 27 is C272. The Scalextric catalogue incorrectly shows the Porsche 962 'FromA' No. 28 as C272. Infact, No. 28 is reference number C304 from set C540.

Another Porsche 962 question: If, say, C188 'Take Fuji' is produced with two different colour driver-platforms does the car have a 'C' number for each? The answer is 'No', not necessarily. Many cars have different colour driver-platforms (and many other components too!) but this doesn't mean a different 'C' number applies. Variations such as these are a consequence of the

amount of stock available when a production run is planned at the factory. A 'C' number (a factory floor job number) is assigned and the work commenced. If there was a surplus of, let's say, beige driver-platforms from the previous run of Porsche 962's then they will be used and perhaps some fresh ones made in a different colour to complete the production run. However, the same car can be produced in several production runs over several years and all, or some, of them may have unique 'C' number assigned. In answer to the specific question regarding C188 'Take Fuji' there was only the one reference number of C188.

The 'Team Texaco' white and red Indy car (race No.4) was illustrated in the catalogue as No.6 but was never produced with this race number. The reference number is still C311.

Porsche 962's are popular this month! The 'Rothmans' Porsche 962 illustrated on page 10 of catalogue 32 is known as the C444 Type 1 with a 'Rothmans' style logo on the roof. Type 2 has no logo on the roof.

The Jaguar XJR9 in white and red is incorrectly referenced as C433 in the 34th catalogue. The correct number is C443.

And finally, the MG Maestros produced in green, yellow and white have a joint reference number of C276. The red and black versions both have C275.

By the time you read this some of you will have seen the 40th anniversary Mini. It is in a dark metallic green with a familiar laurel leaf and car design on its roof!

News reaches Mole Towers that the 2000 BTCC is both expanding and contracting. It is expanding to Ireland for a round at Phoenix Park in Dublin providing certain conditions are met.



Presumably this means making sure that there will be enough Guinness available!

It is contracting in that Volvo are not going to continue racing in the BTCC after the end of this year, but they will be continuing to race with ex BTCC cars in the Swedish championship for at least one more year. This presumably means that some TWR staff will be on extended sabbatical next year. This presumably also means that the Scalextric model of the Volvo S40 will be released next year. Mole was given the

information by the very helpful people at TWR when he enquired about obtaining the graphics for the S40 and was told that a VERY NICE MAN from a firm at Margate, whose name was known to Mole, had been given all the technical details and the OK to produce a model of the S40. We will see what happens.

It would also appear that the worlds largest Scalextric collection is up for grabs, but not by hoisting the Jolly Roger on a cruise liner and ramming a container ship just off Ramsgate and hoping that the right containers land on deck! This is being done 'proper like' with it being offered for sale to the select few who just happen to be in the know and have container sized wallets. In fact Mole now believes that the deal has been done and a few left overs may be surfacing soon for us lesser mortals to pick over, but don't hold your breath. If you know of anyone who has an old GP engine for sale don't keep it to yourself. Tell Mole.

SCALEXTRIC 40TH ANNIVERSARY MINI



If I have guessed correctly with the settings there should be a picture of the 40th anniversary Mini, above, carrying a strangely familiar logo.

On the other hand there may be just a black blob!

A BRIEF GUIDE TO THE SCALEXTRIC ASTON MARTIN DB4 GT

BY PHIL ETGART

A personal favourite this one. The archetypical English gentleman's car. The DB4 GT is probably the most familiar as the classic James Bond Aston Martin, and whilst that forms a part of this story there is an awful lot more to the Scalextric Aston Martin DB4 GT.

Introduced into the range in 1963 (catalogue 4) the DB4 GT was introduced simultaneously to its 'partner' car the C69 Ferrari 250 Berlinetta. It was initially available as a separate boxed item and later on in sets. Whilst the catalogue suggested the car was available in four colours, it is generally assumed that it was only produced in Red, Green and Blue in the UK. At this stage two distinctively different reds exist what is referred to as Bright Red and the standard Medium Red colour. Assuming that the shades of red were aligned to production of other red cars, it is reasonable to assume that the medium red was the earlier production run, and probably a reasonable short one. This is underlined by the fact that the Medium Red is rarer than Bright Red, and that most of the Medium Red cars that surfaced are in the earlier non window box. They have the earlier bumpers without provision for marshals car flags (assuming they turn up boxed with original bumpers!!) the difference in shade of Red doesn't appear to affect the price a great deal.

Subsequently in 1964 (catalogue 5) the C68 was manufactured as a lighted car (E3), and was then available simultaneously in lighted & unlighted versions. Again UK Lighted Astons were only initially available in Red & Green.

Whilst the Lighted Astons were available as separate boxed items, they must have sold many more in Set 60 (issued in 1964), which featured a Lighted DB4 and 250 Berlinetta, and superb box art featuring the cars streaking across a flyover bridge lights blazing!), as it is fairly difficult to find them as a boxed lighted car, although again they do not sell for a great deal more than the standard versions. The UK DB4 GT has also been seen in Blue, a Medium to Dark colour similar to Medium Blue used on Lister Jags, and D-Types but not as dark as the Blue Ferrari Berlinetta (curiously enough). Boxed Blue DB4's are normally in the later 'Race Tuned' window box. In 1965 Set 55 with unlighted DB4 & Berlinetta's was introduced. As with Set 60 it was only shown in catalogue for one year. One other notable point is that the Aston Martin and Berlinetta were the first cars to feature separately moulded chrome bumpers and effectively the first Scalextric models of road going cars since the earlier tinplate range.

Whilst the DB4 was being manufactured in 'Havant', it was also being happily churned out in the Calais factory, and as is common in French cars of the period, it was in different shades/colours to the UK versions. Whilst the green was very similar, the Red was a much darker colour than either of the UK colours. the Blue was a lighter shade nearer to the Medium Powder Blue. The French market also had a Yellow DB4 GT, (which although shown in the UK catalogue was probably never manufactured for the UK market, in as far as I've yet to see one with 'Made in England' on the base). The Yellow is by far the rarest and most valuable of the DB4 GT models produced in the Scalextric range.

The French Astons can be fairly easily distinguished from UK versions. The bases either have no lettering of the country of origin core stamp circle or 'Made in France'. The exception to this is the Powder Blue which has 'Made in England' on the base! The wheels, guides, body screws and drivers head are different to the UK version, and more often than not, the driver platform is a different colour. Again they were available as both individually

boxed items (hard to find boxed now!) and as set cars (do turn up reasonably frequently).

The 1964 range (catalogue 5) included a new variation on the DB GT, the E5 'Track Marshal's' car. This car was manufactured for the UK market in Black, and then had the addition of a White Domed Roof, light, flags mounted on the front and rear bumper and 'Marshal' decals on the sides of the body. It was at this point the mouldings for the bumpers were modified to hold the flags of the Marshals car. The car was only available as a separate boxed item, and due to the ease with which the flags got lost, complete mint boxed examples are hard to obtain. The Marshal's Car was also manufactured for the French market. Initially manufactured in Havant and shipped out for assembly (no country of origin core stamp on the base) and later manufactured in France ('Made in France' stamped on the base). It was during the first phase of production that an ordering mistake is believed to have been the cause of some of the rarest Marshal's cars to be produced.

It is widely believed that an order of components, that included parts to build a number of Marshal's cars, failed to specify Marshal's cars bodies specifically. Consequently Red & Green (not Black bodies) were supplied by Havant. The Calais factory assembled the Marshal Cars, using these bodies, by drilling a hole in the roof for the light. One consequence of this is that it is fairly easy to fake Red & Green Marshal Cars. Therefore any offered for sale with no side decals or repro side decals should be viewed very suspiciously. Genuine examples do exist and are extremely rare, well sought after and fairly valuable.

The next phase of the history of the DB4 GT was in 1967 (catalogue 8) with the introduction of the C97 James Bond Aston Martin DB4 GT, this car was only ever available as a set car (see the previously published 'Scalextric goes to the movies' article). The manufacture of the Bond car involved significant amendments to the tooling, and the production of a number of special components. The standard underpan was replaced by a open

pan type arrangement which incorporated a front and rear valance and a drivers platform which included motor, guide and axle mounts. Looking at the underside of the car it was not totally dissimilar to the Mercedes 190SL and Austin Healy arrangement, except that it featured a swivel guide. This addition significantly improved the drivability of the car. Apart from all the other specialist equipment, bullet proof shield mechanism, machine guns in front grille and the ejector seat mechanism, the most significant alteration was the introduction of a sunroof and amendment to the glass moulding, to allow the passenger to be ejected. It is reasonable to assume that the production of the Marshal's car ceased at this point due to the alterations to the mould (it is assumed its continued appearance in the catalogue was to run down existing stock). A Black DB4 with sunroof has surfaced, but it was heavily restored, and did not have its original sunroof and so quite probably was a Black Marshal's car that had been got at!!!



Once the tooling had been amended to include the sunroof, the C68 Aston Martin also altered to include a sunroof. The rest of the car was as with the original DB4 GT. Tri-ang retained the one piece base with round pin, which was a shame because the swivel guide transformed the Astons handling. The 'Sunroof' DB4's only existed as separate boxed items, and are consequently much rarer than the standard version as they sold in much smaller numbers. In common with the James Bond Aston, they have often lost their sunroof.

Tri-ang manufactured sunroof Astons only as unlighted cars, and only in two colours, Red & Green. The Green is significantly rarer than

the Red (although price does not totally reflect this), (although alleged to exist in Blue & Yellow this is totally unsubstantiated, and in the absence of documentary evidence should be disregarded). The sunroof Aston normally comes in the Pale Blue/sliding tray/window/ 'Export' box.

It is not believed that the Bond Car or sunroof Astons were manufactured outside the UK. Although the Bond set was illustrated in all contemporary catalogues confirming it was distributed overseas.

Gold chrome plated DB4's (1st type-solid

roof) are known to have been produced by the factory as competition prizes. A 'mock-up' of the Bond Aston DB4 based on a Green car painted White has been seen, but it is difficult to substantiate the provenance of this item. No other specials are known to exist, although clear mould flow bodies could possibly exist, as a clear Formula Junior from that era has been found.

Here ends the tale of the Scalextric Aston Martin DB4 with its disappearance from the catalogue in 1968 (catalogue 9). Gone but not forgotten, one of the greats!



Members letters



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Brian

Re. SCALEXTRIC NASCARS - C2023 CHEVROLET MONTE CARLO "KELLOGGS" AND C2022 CHEVROLET MONTE CARLO "KODAK" CARS

In March 1998 I purchased the above cars. I understood they were produced exclusively for the North American and Canadian market. I assumed in good faith that these cars were imported hence paying £35 for each car.

Subsequently, I received the July/August issue of Scalextric Racer Magazine, and found the cars were offered to members at £20 each (although not available in UK Shops).

I now discover that both cars are offered as a twin pack (reference C2250) for £19.99 at Beatties!

I am surprised that the cars appeared on the UK market as the cars produced for the Australian market (to my knowledge) have not been found at a UK retailer.

So as a collector what should I do regarding the new NASCARS that are being produced *exclusively* for the North American/Canadian market? This puts me in a dilemma, should I purchase now, or wait approximately eighteen months with the view to saving money???

David Richards

You have my sympathy for your dilemma, but no answer I'm afraid.

I bought the orange McLaren's which were advertised as an exclusive to Racer members - anybody can buy them now via the internet. Perhaps the Advertising Standards Authority might be interested.

Hi Brian

I think it would be a great idea to run an article in the newsletter about converting static models (i.e. Airfix) into slot cars. I have been wanting to build a car for ages but I wouldn't know where to start. For instance what chassis I could use and how to mount the bodywork securely onto the chassis. Surely a fellow NSCC member has built a car from scratch and could pass on the necessary know how.

Yours

Andrew Stockdale.

Any volunteers out there?

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Newport
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Dear Brian,

I was very sad to hear some time ago that the Hornby factory at Margate would no longer be producing Scalextric. Having visited the factory on numerous occasions and having met Richard Lines among others. I still remember how tremendously exciting it was the first time I had a factory tour and actually saw them stamping out the cars and painting them. Personally I think it is a backward step to move production to China and hope that the same doesn't happen as happened to SCX. I wish them well and hope that it all works out, as my all time favourite car in my collection has the word Scalextric stamped on the bottom.

Jeff Davies

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Dear Brian,

Could you please print the following questions/remarks:

Apart from the motor (sometimes), what is the difference between C5 (type I) and C5a?

In Roger Gillham's book should not the truck C302 be RED instead of yellow?

Still in the book above, C122 Mini does not list all the different types: I do have a Mini with narrow front fixing body AND factory applied stripe and number (I call it type 4).

The 'Made in USSR' C17 Lamborghini exists in pale yellow AND 'normal' yellow.

Is there a difference between the black C68 French and English Marshal's car (apart from not showing 'Made in France' for the French one)?

Same question regarding C64 Bentley.

Some C86 Porsche 804 DO have a medium driver's head.

I do not think the description of C4 Electra Type 7 as described in RG's book is accurate: can someone confirm?

Finally, apart from its box the Special Edition C2161 Williams FW20 Nol has nothing special in itself Is it fair to call it '*Special Edition*' then?

Robert Torres

JUST A LOT OF (HOT) AIR

BY TONY SECCHI

After my previous thoughts and observations on slot car roadholding (probably obvious to many of you), I decided to wind up the subject, not before time I might add, with a fantasy notion for the future.

I have already said that current model cars seem to handle more like their real counterparts these days, but, whereas the model can use a variety of measures not available or necessary to the real car, the real car's roadholding forte today seems to be aerodynamics.

For years slot car racers have used special fluids on the rear tyres to give them more adhesion - ranging from WD40 to lighter fuel or petrol. This combined with magnatraction can contribute to dramatic adhesion.

That is today's technology, but what of the future? This is where the fantasy aspect comes in. At the moment, most slot cars have flat underpans with no projections (i.e. Fly, Ninco) even the latest Scalextric — so what would be the result if this underpan was profiled to give downforce?

With the exception of open wheel cars, the air flow is channelled through front vents or body profiling to run under the car. The underside of the chassis is profiled to give an 'upside down' wing section which sucks the car to the track. With model cars reaching three figure scale speeds this airflow could have the same effect.

Engine configuration would have to be

considered, but we already have front engine, rear engine and sidewinder positions. As stated before on most of the current models the engine does not protrude below the floor pan, as it did say in earlier Scalextric models.

I am not an aerodynamic engineer, but what if the floor pan had a fully faired underside with twin diffusers at the rear either side of the engine position? This would give large venturis that emerged under the back valance.

Of course, the aerodynamics may not work properly on small twisty layouts (like my home track of 55ft) but on club circuits with smooth surfaces longer straights and open bends, the end result could be interesting.

Tyres and pick ups would still have to play their part and be compatible, but as a competitive racer the search for speed and grip (as in real cars) goes on. This is my own fantasy but it may give some of the like minded members out there food for thought. After all, when I started some 35 years ago technology was almost primitive compared with today. As long as the demand and competition is maintained who knows what the next few decade may bring?

To conclude I hope that this series of personal views on our Hobby have in some small way added to the enjoyment of reading the newsletter and I sincerely hope that you all keep on racing, keep on collecting and keep the Hobby going.

1999 NINCO CHALLENGE

BY JEFF DAVIES

This a new competition to be held annually between a team of members of the N.S.C.C and a team of racers from the British Slot Car Racing Association)(B S C R.A) which will be held on a B S C.R.A wooden club track one year, a track like Aberstone the next year and so on, alternating between tracks run by members of the two organisations. This year's event is to be held at Pinewood Raceway. Pinewood Centre, Old Wokingham Road, Wokingham -home track of the Reading Model Racing Car Club. The track is a 129ft. long six lane competition track.

The Wye Valley Team led by Jeff Davies will take on a Pinewood Racing/B.S.C.R.A. team lead by Dave Mayo. Ninco have been most generous in agreeing to sponsor this interesting event. The races will be held using Ninco Porsche GT3s, Ninco Formula One cars and the new Ninco electronic hand controls. All of these cars will be totally standard. Each driver will compete with each car on each lane at least once. A report of this event will appear in both the N.S.C.C. magazine and the B.S.C.R.A. magazine.

SUPERB GT3

Being a lifelong Porsche 911 fan, having been fortunate enough to have owned and driven several, I was really interested in Ninco's latest

release in the Motorsport series: a Porsche 911 GT3. In my immediate neighbourhood several people own Porsche 911s including a new Carrera with a GT3 body kit. I first saw this car parked outside our local chipshop and thought what a striking vehicle it was. The Ninco model perfectly embodies the essence of the real car, being a most attractive model and to my mind the nicest looking slot model of a 911 yet. This car is finished in a particularly nice shade of silver with a blue livery and Pirelli Supercup/Westminster logos. I spent an evening at the Aberstone track in Abergavenny, track testing this model. It performs brilliantly with good straight line speed and good road holding considering its not the widest model. Being a Motorsport model, it is fitted with a NC-2 motor, a very powerful magnet and soft tyres. This car was very enjoyable to drive and soon got down to a most respectable time. With these cars being used for the forthcoming Ninco challenge (to be held on Sunday 17th of October) on a wooden track Phil Barry and I decided to get in a bit of practice, removing the magnet from the GT3 in an attempt to simulate driving on a wooden track. Amazingly the car survived the session, performing well although cornering slower, as some models become virtually undrivable when the magnets are removed. We also had a go with the Ninco Ferrari F1 cars without magnets with similar results. This car is a must for any sports car enthusiast and shows how far slot cars have come on in the last couple of years.



FORMULA ONE TEST DAYS [COURTESY OF NINCO] NORTHCLIFFE PARK CIRCUIT, WEST YORKSHIRE

Circuit Director: David Wisdom

Since November 1998, Ferrari, Jordan and Stewart have all visited the Northcliffe Circuit. Readers may recall Schumachers flying lap of the circuit back in the November '98 Newsletter. Shuey averaged 4.4 seconds per lap with a best of 4.0. This was considered a blistering pace. Indeed, it remains very quick, but since then, both Jordan and Stewart have given Ferrari something very serious to think about....

Jordan arrived early this year for a pre-season warm up. Heinz-Harold was first out, [yes I know the cars have Ralfs & Giancarlo's names on the side, but this is the '99 season, so please humour me!!]. The Jordan took to Northcliffe Park immediately. After a 20 minute warm up, H.H. was well on the pace. Northcliffe is fortunate in having 2 long straight sections, but it was the tight bends and corners that were to put the Jordan to the real test. Once the tyres had reached working temperature, Frenzzen was able to get down to serious driving. The Jordan handled the corners exceptionally well, providing braking was not left unrealistically late. If, and when it was however, H.H. was left facing on-coming traffic! Straight-line speed was extremely rapid. This is possibly where Jordan has a tiny edge over the opposition.

In general, the Jordan experienced no handling problems. The car proved very quick on the straight and solid through the bends and corners. The Team made no change to the car at all throughout the session.

In June, Stewart-Ford arrived for mid-season testing. Following the 20 minute warm

up, Barrichello certainly looked threatening. Perhaps not quite so hot out of the box immediately, Rubens soon sent us a clear message that he meant business. Once the Ford power unit [aka NC2], had cleared its throat, the Stewart was away. The first outing rewarded Barrichello with a 4.2 second lap. This certainly turned heads in both the Ferrari and Jordan camps. On the second outing Rubens was really on it. Straight line speed looked and felt good, just a fraction slower than Jordan but certainly up to pace with Ferrari. Again the corners and bends were the all important test. These proved no problem. The Stewart's handling through Northcliffes twists and turns presented no difficulties for Barrichello. By the end of his third session, Rubens had really got the Stewart wound up nicely, taking 3 tenths of a second off his previous best, finishing on a 3.9, equalling Frenzzen's 1st session best lap.

However, Heinz-Harold was not finished with us yet. He returned to the track and promptly delivered an electrifying lap of 3.8 seconds. Ferrari and Stewart personnel looked on with envy. Ferrari were especially concerned. They needed to find another two tenths. With no Schumacher on the scene, it was down to Irvine to uphold the Prancing Horse's honour. After several warm up laps Eddie then began pushing it to the very limit. The F310 handles exceptionally well around Northcliffe Park, the Ferrari VI 0 loving every inch of the dauntingly long Stebee straight. But try as he might, Irvine could only manage a best lap of 4.0 seconds.

As the teams packed away in readiness for the enduring season ahead, the only area of concern was in the gearbox department. The tortuous twists and turns of Northcliffe had certainly taken its toll, especially on Ferrari, its rear axles crown gear almost completely stripped. Apart from this the teams reported no other problems. Conspicuous by their absence of course were McLaren. We await their arrival with interest.

Best Lap times:

Jordan 198	3.8 sec
Stewart SF1	3.9 sec
Ferrari F310	4.0 sec

ANDRE D' WHO?

BY CLIVE PRITCHARD

Back in a July copy of Autosport, I read an article about the possible lack of British drivers in Formula 1. With Damon, or as John Prescott said at Silverstone, Damien, leaving at the end of this year and unlucky Johnny rumoured to be not required at Ford or is it Jaguar G.P. this will leave only David Coulthard & Eddie Irvine in the Grand Prix circus in 2000 and beyond.

So who are the new British Hot Shot's? Well, Dario Franchitti is doing great in CART, Peter Dumbreck has shone in Japanese F3 and remember his Le Mans highlight of a Mercedes triple flip, and Jenson Button who is a British F3 flyer are only a few possibles, but have you heard of Andre D'Cruze?

Let's go back to 1981 with a young racing driver and NSCC stalwart, Richard D'Cruze who was competing, and coming second in, the Brands Hatch Championship. Fast forward through Formula Ford, Alfa Romeo's, The Saloon Car Championship, a written off Alfa Romeo GTV6 and a bad Karting accident that ended his racing career.

After this he decided, in 1991, to concentrate on supporting his son Andre with his aspirations in Karting for 5 yrs, in 1997 a move to Formula First, then Formula Ford in 1998, and now in 1999 a move into the Slicks & Wings Formula Renault.

In late 1998 a successful visit to the USA, racing in the Formula Dodge series where as Rookie of the year, he won a test in a Barber Dodge Pro Car, like F3000, from which he has just returned with, again, the top Rookie prize and a top four finish in testing, which means he has to return to the USA for a further trial. If Andre does well, then a season's scholarship in the Pro series is on offer. Andre has the talent to go all the way to the pinnacle of racing, and I mean F1. The talent may be there, but the support in the way of sponsorship is always

needed!

I was invited to attend a race meeting at Brands Hatch by Richard to see his son racing his Tatuus RC97. His sponsors had arranged for many of Andre's supporters to be there too. Practice showed the way with pole position to Andre by 0.3 sec over series leader Elliot Lewis. From the start Andre controlled the race from the front, with a lights to flag victory. On 3rd October Andre will be racing at Snetterton, and on the 9th October, Andre will race at Oulton Park before he leaves for the U.S.A. So if you are around that area why not go and support an exciting and prospective F1 driver.

Next year, Y2K, there are plans with a consortium of business's to support Andre in a full season of British F3, followed in 2001 a season in International F3000, after that, who knows??

To promote OUR club we must look at all avenues and possibilities open to us, and to support a young and talented racing driver, like Andre, as he rises through the lower formulas, which, with right support he surely will, is an option open to the NSCC. **HOW DO YOU FEEL ABOUT THE CLUB SPONSORING A DRIVER ??**

I was not going to include this article in the Newsletter as I don't consider it directly relevant to our hobby. But Clive wants to see what reaction he gets so I have agreed to publish it.

My own opinion is that it is a ludicrous suggestion as we do not have the sort of money that is needed. As a long time member of Racing for Britain I am well aware of the struggle that young British drivers have to raise finance, but I don't believe it is the function of a small club like ours to help them. Also if Clive wants to be so generous with our money I can think of 2 more deserving cases in my own locality - Carl Breeze & Jay Wheals.

Still, let's see what reaction we get from the membership - over to you.

Brian



Winding Down

by Peter Morley

As you might have noticed/guessed/heard I have been too busy to write an article for a couple of months, consequently I have decided to stop writing (or rather promising to write!) this column - hence the title this month -but, fear not, I may produce the occasional contribution.

I'm also finding it harder to find material for the column, due to the variety of interests that occupy my time (and money!), I have been putting much less effort into my Scalextric collecting efforts, and a lot more effort into my historic F1 cars (the 1967 Lotus 49 F1 is on track for next year, and having located a 1.5 litre BRM V8 engine, it is now the plan to have the 1963 Scirocco F1 running in time for the Monaco historic race next year).

At the same time Phil Egart and Mark Scale made me an offer that I simply could not refuse, they now have most of my Scalextric collection - I have kept my beloved Mexican cars and a few unusual F1 cars (e.g. a resin prototype (McLaren MP4/10), a mould flush (Benetton), a clear car (Camel Lotus - tampoed), a strange colour car (silver Vanwall) and a mock up that was never produced (Williams).

Phil and Mark will be disposing of 2000+ items, therefore please contact them directly with your wants lists. It is important to contact both of them, as due to the size, the collection has been split between them. A virtually complete Scalextric collection is for sale which should help you fill some of the awkward gaps in your own collections. You may have been irritated by tales of my latest finds, but now you have the opportunity to benefit from my years of hard work in building up contacts and tracking down these rare items. Don't miss out!!!

My own collecting activities will be much

more focused - any Mexican cars that I do not have and completing the Minimodels tinplate collection, not to mention VIP (well Fred Francis did work for them after he sold Scalextric). I was also tempted by a wonderful Wrenn layout - so even though I've supposedly given up collecting seriously I am still addicted.

I just picked up some of the Ayrton Senna cars (Audi A4 & Lamborghini Diablo in green/yellow & white, with Ayrton Senna, Nacional etc. printing), we still don't know if these cars will be freely available in Europe, but I'm sure that they will appear at various swapmeets due to the efforts of some enterprising dealers. I'm sure these cars will be worth collecting since they aren't freely available and the Ayrton connection means they will appeal to a wider variety of collectors.

But, the latest addition to the family (called Porsche) is currently winning the battle for my attention, actually a Porsche 911 - it is a 1989 Carrera Club Sport and (of course) was a limited edition!! They made 300 of these ultra lightweight 911 Club Sports to recapture the spirit of the RS Carrera - with great results, it accelerates quicker than a 911 turbo! It is so much fun, I won't begin to describe it - just that it is far more exciting than the 100's of white Porsche 911 slot cars that I have sold, or the nympho twins from ...

I will continue to distribute Fly and MRRC (and hopefully other makes) here in Belgium. Due to the ever increasing popularity of Fly, that is occupying more and more of my time. Hopefully this will keep me in touch with the huge number of contacts I have made over the years in pursuit of all things Scalextric. And I hope that anyone who is lucky enough to find

any Mexican cars will contact me.

Removing all the Scalextric cars should mean that I have a huge amount of space and that the shelves would be bare, but my Fly, Mexican, MRRC etc. collections have already filled the shelves - the only difference is that whereas they were stacked 3 deep previously, the cars are now 1 deep and consequently look much better for it.

When Phil & Mark arrived (with long wheelbase Mercedes van!) on a Friday afternoon to remove the collection Mark took one look round, swore and wanted to ring the ferry company to book a later return - and they were meant to be leaving on Sunday evening. The scale of the operation had to be seen to be believed - 15 hours just packing slot cars on Saturday, apparently it took them 30 hours to divide everything up on their return! To make life more interesting at the same time, I was demonstrating my 1965 Brabham F1/F2 at the Zolder historic race meeting. Still we all agreed it was worth the effort - it was some time since any of us had made a 100 grand over a weekend!

Mark bought me some of the lovely Pink-

Kar Auto Unions, they are amazing. Whereas I was always disappointed with the colour of the blue Bugatti (not that I like blue Bugattis, our 37A is black) the yellow is so close to the original Scalextric colour it is hard to spot the difference. The use of the Bugatti wheels is a bit disappointing, as is the little cube motor but for the price they are incredible - but the thing I find really amusing is that the box says made with permission from Audi, but it mentions nowhere about permission from Scalextric!!

That's about it (for the time being) - I'll just leave you with details of a few very limited editions that will appear in the near future:

The Spanish Mini-Classics club have arranged for some red Pink-Kar Auto-Unions, to go with the yellow Bugattis they had previously. The Dutch Scalextric club (SLN) have just arranged for 168 green TVRs with special printing to celebrate their 5th birthday and someone else has just arranged a special edition of TVRs for a race event in November...

And a question - for those (both!) of you who complained about things I have written, did you disagree with what I was saying or how it was said.....?



And finally- a car from the Senna collection.

ABSOLUTELY ASTOUNDING

BY JEFF DAVIES

As a child my brother and I shared an obsessive interest in cars both model and the real thing culminating in my apprenticeship as a motor mechanic and my brother's as a panel beater. Later on in our respective careers we shared ownership of a classic car garage, buying and selling such things as Mini Cooper S, Lotus Cortinas, Elans, MGBs, E-type Jaguars, Corvettes, TR4s and TR6s, etc all of which, at the time, were comparatively cheap compared to today's prices. I remember going to Germany, before I got married, to buy a Porsche 912 fitted with a Volkswagen engine for £600. It was a really smart looking car. We never ever made any money but we bought and sold every single kind of car we fancied from 1500GT engine rally Anglias (I bet Alan Slade can remember those) to Ferrari Boxers. I also built myself a Rally Mini with a much modified 1000cc engine and 12 inch Hillman Imp wheels on the front which was great fun. As I am now happily married with three children I can no longer indulge myself by having a career that doesn't pay, and anyway modern cars are no damn fun, they have too many little black boxes. So I find it deeply satisfying to either build or modify my slot cars.

I have spent many happy evenings building all sorts of slot car kits and then testing them on my track years ago, mainly Revel and Monogram ones, with a few Airfix ones thrown in for good luck and I enjoy nothing more than assembling and painting them. Over the years I have collected several A.A. bodied cars including a very nice Mark I Jag saloon, Renault Spider and a TVR, so I was quite thrilled when A.A. bodies sent me down some bodyshells to play with. These consisted of four of their latest releases. They are: a Lola 98/10, Williams BMW LMR open top sports racer, Panoz Spider and a TVR Cerbera. I am



really pleased to see someone making models of these most interesting cars, especially the Panoz Spider as I love the shape of this car.

All of these cars fit on a Ninco McLaren chassis slightly modified by removing the rearmost section of the chassis. The bodyshells are supplied with body mounting posts but these require a hole to be drilled in the McLaren chassis. The bodies are easily spray painted and I really enjoy putting the transfers on the cars using a mixture of HO. scale transfers and cutting different size logos from radio control car stickers. Mechanically the cars are extremely simple to put together. Several different designs of wheels will fit under the arches of the bodyshells and of course there is a choice between an NC-1 or NC-2 engine and removing the magnet or not.



Due to the very light weight bodyshells these cars perform excellently and are really good fun to race. I have spent many hours racing both the TVR and the Renault Spider, even taking the Spider up to Abergavenny slot car club to race there where it performed excellently despite the fact it has no magnet. I think these cars are a great alternative to mass produced models and are extremely satisfying to race when completed.

EAST DEVON SLOT RACING CLUB. EAST DEVON 6 HOURS. SEPTEMBER 5 1999.

BY VINCE FEENEY

About a month ago it was decided that we should run a 6 hour endurance race. It didn't take much discussion to decide that we would use Fly's supersport range of cars. That narrowed the field down to Ferrari 512 and Porsche 908, but who can resist them?

We decided that teams should consist of at least three drivers and it was found that there were enough club members who wanted to participate to form three teams. Team managers quickly formed their squads and the remaining space was offered to Don Stanley. Acceptance was duly received and we set the date for Sunday, September 5th 1999. Sunday dawned and the drivers assembled bright and early for the 10am -ish start.

Don had travelled down from London on Saturday and had arrived under-strength as one of his drivers had cried off at the last minute due to illness. This left just him and his co-driver, Steve Chaffey, who Don claimed was a complete novice who had never raced competitively before. What a way to start! Six hours with a Fly supersport on a non-magnatraction circuit that he had never seen before apart from a couple of hours practice on Saturday evening! As the race progressed general opinion decided that Don had been lying through his teeth and he had brought in a 'ringer'.

With the East Devon Raceway not being a figure of eight circuit, apart from the tight left-handed hairpin and a few wiggles through the esses the corners are right handers of varying degrees. Coupled with a relatively highly abrasive sandtex surface, concerns about tyre wear were being voiced prior to the event. With the Fly cars having their gears on the left hand wheel it was quite possible that the tyre on that side of the car would wear down far enough to allow the gear to come into contact with the track. For this reason there were a number of spare cars lying around ready to be cannibalised should the need occur.

As the grid formed for the start the teams comprised thus:-

GAME FOR A LAUGH (gfl):- Don Stanley (captain) - Steve Chaffey.

GRUMPY OLD BUGGARS (gob):- Dave Picknell (captain) - Steve Andrews - Merv Palmer.

NICK/REG/MARTIN (nrm):- Nick Picknell (captain) - Reg Perrow - Martin English.

FEENEY AUTO RACING TEAM (fart):- Vince Feeney - Mark Craggs - Lee Gosling.

Ferraris seemed to be the order of the day, popular opinion deciding that they handled better than the Porsche, which was a shame as it turned into an all-Ferrari race. Three teams chose the later release 512 coupe, with gfl and fart choosing the yellow (and much prettier version) while gob chose the red with gold nosed version. Nrm stuck with the earlier open-backed 512s in red.

As the clock struck ten, on went the green lights and 4 Ferraris powered off the line. Surprisingly the race was fairly uneventful and, apart from a number of visits to the gravel traps during the early sessions, everything ran smoothly.

At half distance the positions were as follows:-

fart.	1555.46 laps.
nrm.	1518.43 laps.
gob.	1482.84 laps.
gfl.	1480.60 laps.

The second half of the race was run in the same order as the first half and the scene was set.

Racing recommenced and still the cars were running reliably and very little of note happened in the next few sessions, although the sixth leg produced an exciting battle for leg victory with nrm and gfl battling neck and neck for the entire distance and finishing three-quarters of a lap apart in nrm's favour. Obviously these two had picked their game up slightly, while fart eased their way around the long outside green lane. Gob's drivers were starting to look a little jaded at this point.

Three quarter distance arrived and nrm had taken six laps from fart, while gfl pulled out another 22 from gob who had lost 8 laps with a pit stop to clean their braids. With an hour and a half left to run a number of drivers were talking of head ache and eye ache (Fly's are hard work on such a relatively short and twisty track).

At the change-over for the final 45 minute run to the flag, team managers and drivers were busy giving their cars a visual inspection. This was permitted during lane changes but no work was allowed to be done, and concerns were being expressed about whether the outside rear tyres were going to last the duration, particularly nrm's. They had started the race with their tyres more scrubbed in than the other teams and this could possibly create a problem for them.

During this segment an incident occurred which could have caused the only pitstop for repairs when Steve Andrews clattered gob's Ferrari into the wall on green lane and dislodged the front body screw which then jammed against the guide but a quick screw and he was on his way again. nrm had a lightning stop to clean their braids, but all was now lost. fart, confident of victory had relaxed and extended their lead all the way to the flag.

Result:-

fart.	Final total.3095.91 laps.
nrm.	3033.76 laps.
gfl.	2978.96 laps.
gob.	2951.54 laps.

The winning margin was 62.15 laps and it is worth noting that working this distance back to club night races with these cars, where we race them for three minutes per lane, this equates to just half a lap per lane, so the winning margin was not that great.

Special mention must go to gfl's Steve Chaffey, whose performance in his first ever race, (there must easier ways to start?) was most excellent. The event was enjoyed by all, with everybody doing their share, and cars that ran faultlessly throughout.

Thanks to Don Stanley and Steve Chaffey for travelling down from London to participate and it will happen again next year. Special thanks must also go to Mr. Godfrey of Bekra R/C in Newton Abbot who generously donated a selection of Ninco's classic range to present to the winning team of drivers.

Right, the winning car.

