

NSCC

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Contents

Editorial.....	2
What's On.....	3
Swopmeets.....	4
Membership Update.....	5
Factory Lines.....	7
Chaparral Review.....	8-9
Top Guide.....	10-11
Ten Years Ago.....	12-13
Backtrack.....	16-17
Letters.....	18-21
Australian Visit.....	24-25
Scalextric C1 Cars.....	28-29
Fly Lola T70.....	32-33
Club Focus.....	35
4 Hour Race Report.....	37
Proslot Challenge.....	39
Members Adverts	40-44

FAKE NSCC JAGUAR SHOCK HORROR!

In the course of routine investigations into the history of the Club your editor has made the unwelcome discovery that the numbering system of the Newsletters went wrong during the eighties and that the 200th edition Jaguar is probably at least the 206th edition Jaguar. The main suspect in this case is former editor Rob Brittain who decided to start from No.1 again a year after the first issue appeared.

You may gather from the above that I have been doing a little delving into the archives of the club. Indeed this issue has a strong historical slant; Phil Etagart has started a series which looks back to the Newsletters of the past and I have started tracking down the people who were influential in the development of the club. It is probably a sign of advancing years that we are harking back to the past but the NSCC is nearly 20 years old now and, as the majority of members have joined more recently, I feel we should document those vital early times.

However if your taste is for more modern fare I am sure you will find something of interest in this issue. The club racers are beginning to send in more articles, for which I thank them, and there are two race reports as well as a new slot 'Club Focus'. I hope, by introducing a dedicated page in the Journal, that organisers will take the opportunity to introduce their club to the rest of the membership.

As part of the ongoing efforts to make small improvements to the Journal I have tried to liven up some of the article headings this month. My own talents in the fancy graphics department are next to nil so I had to call in some help. Apart from the 'Ten Years Ago' heading, which Phil provided himself, the rest were done by Richard Davies. Thanks Rich. If there are any other budding graphic artists out there who would like to get involved please get in touch.

Till next month
Brian



RACER BEETLES

The Racer magazine will offer two special limited edition cars in its next issue. They are road version saloon cars in plain red (C2301) and green (C2276). They are limited to a production run of 500 of each.

NASCARS?

THEY WENT A THAT-A-WAY, BOY!

Thanks to roving reporter Steve for tracking this one down. You may know that unlike F1 circuits the majority of NASCAR circuits are raced in an anti-clockwise direction. Hornby designed the power track section to send the cars in a left-to-right direction when the power base is in front of the racer with the track furthest away from you. This indicates again the thought going in to tackling markets around the world. Does this mean we could see a Rockingham anti-clockwise Speedway set next year?

CATALOGUES AND LEAFLETS

Hornby Hobbies are pleased that publishing a catalogue for 2000 early (Christmas week 1999) was well received. So too are they pleased with the small fan out leaflets issued twice yearly, which they plan to continue.

If you were wondering why the Ford Focus isn't in the 2000 catalogue then you'll understand why when you learn that plans for the catalogue layout were started way back in August '99. At this stage not all liveries or new cars have been settled for a variety of reasons. The Focus livery was one and the Williams F1 car was also not ready at that time.

FORD FOCUS

You may have thought that the NASCAR liveries were superb but they pale alongside the new Focus livery finish. I was very impressed when I saw the Iridium liveried Focus at the factory. It is absolutely fantastic! The keyword is 'Focus'. You will require a magnifying glass to read the pace notes on the co-drivers clip board as you can't read them with the naked eye. Keep the eye-glass handy as you will also need it to see the numbering on the face of the dials in the dashboard! The detail is THAT good! However, you won't need optical instruments to appreciate the overall finish. It is absolutely superb. The front end of the main body is black and finishes in white at the rear but fades from one to the other seamlessly. The rest of the livery detail is stunning! The sales reps won't have to sell this car, it sells itself.

Have I over-sold it? No, words hardly do it justice! So, no more words, then! Well, one more.....blinding. Oh, and.....



CHAPARRAL 2C REVIEW

BY THE EDITOR



It is very difficult to write an objective review of a slot car as it will inevitably be affected by one's own prejudices. The pure collector will only care about the looks of the car; the home racer will want it to be fun to drive and able to cope with his bumpy Plexytrack; the club racer merely needs it to be as fast as possible. The review will also be coloured by your attitude to the real car.

Therefore, as this is the first car review I have ever done, I will start by stating my own attitudes. I am primarily a collector and home racer; I am also something of a purist in that I believe the hobby is 'model road racing.' I like proper tracks with scenery and people and I want miniature cars to look and behave like their full size counterparts. Virtually every slot car made today is designed to use magnets and, while this is fine for models of current cars, I am not happy with historic/classic cars which can corner as fast as a Porsche GT1. I know you can always remove the magnet but often the model becomes almost uncontrollable when this is done. However I am probably a lone voice on this one as manufacturers would probably find it difficult to sell any car which did not stay glued to the track.

THE REAL CARS

The Chaparral family of sports cars were the brainchild of race car builders Tom Barnes and Dick Troutman in collaboration with the Texan race driver Jim Hall. They dominated unlimited sports car racing in America during the 60s and, although they never won an International Championship, their innovative designs had a massive influence on race car thinking worldwide.

Remember the Brabham BT45 'sucker car'? Chaparral invented it years before with the 2J. How about high, suspension mounted, rear wings? The 2F had them in 1967. The subject of this article, the 2C, introduced driver

adjustable rear wings as early as 1965. If you would like more information on these cars have a look at the Auto Racing Classics website on <http://www.geocities.com/~sandcastle/chaprral.htm>

THE MODEL

Packaging: this is something which is rarely mentioned but in this case it is a matter of interest as MRRC have been using the clear perspex display case, which is almost obligatory today, since the early 70s and it is still amongst the best. A significant proportion of the Fly and Ninco cars that I receive in the post arrive with cracked cases and I believe that they are made from a plastic which is too rigid. MRRC use a more pliable material, protected by an outer card wrapper, which stands up to transportation much better. The cases are also of a sensible size, unlike Ninco and Pro Slot ones, which seem to require a whole display shelf each.

Body: as with the spectator figures which I reviewed last month, this is from a Monogram mould of the mid 60s but fitted with a modern chassis. This American firm was in the first division of manufacturers from that Golden Age of slot car production and the body stands up very well to close scrutiny even today. Scalextric models of that period seem almost toylike in comparison.

It is difficult to judge whether it is totally accurate as the real cars of that time were handbuilt and the body shape could change from race to race. If I were being really picky I would say that the rear wing could be a little higher and the front wings lack the distinctive fluting of the original but, overall it is a good model which really captures the spirit of its real life counterpart.

The moulding is near perfect, the paint job is good and the tampon printing is excellent. In fact, bearing in mind that the real cars of that period used decals for their decoration, MRRC seem

to have managed the difficult task of giving tampo decoration a transfer type finish.

My only criticisms really stem from the fact that this is a mid 60s model and it includes the usual two drawbacks of the period. Firstly there is no cockpit detail; indeed there is no cockpit, merely a flat sheet of plastic with a truncated driver figure. Secondly the chrome plating on the inlet trumpets, exhausts and rollbar is far too shiny for my purist tastes. 1/32 scale chrome never really works and these days manufacturers try to avoid it as much as possible. However it would need major and expensive mould surgery to cure the first problem and a little dry brush painting should dull the chrome.

Chassis: this is a simple one piece construction with the axles, motor, guide blade and magnet all being a push fit. It is attached to the body by the usual self tapping screws which are invariably dropped when you undo them. It is only a small point but surely one of the manufacturers could have got round to fitting captive screws by now. I can't be the only person who spends hours searching under the sofa for them every time I take a car to bits!

The tyres are worth a mention as too many historic/classic slot cars are spoiled by straight sided modern slicks. MRRC have managed to build in that all important sidewall bulge which was so characteristic of the period - well done!

Overall the chassis shouldn't present any major maintenance problems as the plastic used has the right degree of flexibility to allow the removal and replacement of the various parts without the holding lugs snapping off. Everything on my sample car seemed to mesh together nicely; the rear axle was a good tight fit and the guide blade had just the right degree of movement. The build quality of the whole car was spot on.

On the track: up to the loft then to try out the Chaparral. Progress on Donington Park is almost zero; the Journal keeps getting in the way! However I have rigged up a test track which consists of a long straight plus a good selection of bends, including the notorious double inner curve which really tests a cars

handling ability. Most of the track sections are at least twenty years old and have more than their fair share of bumps and distortions - a typical home circuit, in fact.

First job - test the strength of the magnet - it won't lift the track on its own so it is not as powerful as some. The car behaved pretty much the same as every other magnet fitted one; it stayed glued to the track as I gradually increased the speed through the bends. Eventually, when I was taking every one nearly flat out, it reached its limit of adhesion and let go in a big way. This is the main problem with modern chassis - there is virtually no warning of impending disaster. One lap you are painted to the road and the next you are flying across the room.

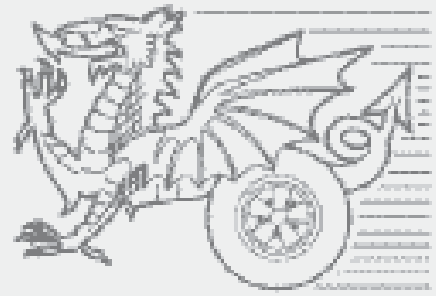
I removed the magnet and tried again. At first I found it a real handful and was losing control at every corner. I was tempted to condemn it as yet another magnet only car, but, once I adopted a smoother driving style things got better and the car really started to flow through the bends. I added a bit of ballast in place of the magnet and it really became quite fun to drive. Obviously it was a lot slower but the important thing was that I was enjoying myself and I could hang the tail out on the long sweeping final bend confident that I was not going to end up with the car buried in the plaster.

The bumpy nature of the track did not disturb the Chaparral at all. It didn't deslot itself once and coped admirably with several extremely dodgy sections. It also handled the inevitable hefty accidents with aplomb. Nothing broke or fell off and the paintwork remained in almost pristine condition. Even the engine trumpets and rollhoop, which I feared would be fragile, stood up to several barrel rolling incidents. Likewise the mechanical parts have proved reliable so far.

Conclusions: an interesting, well constructed slot car with a couple of detailing faults (solely due to the age of the moulds). It is enormous fun to drive once you remove the magnet. I probably wouldn't buy one with my own cash but that is because the real car doesn't appeal to me. If you are a fan of Chaparrals then this is well worth adding to your collection.

TOP GUIDE

By Richard Davies



FLY PORSCHE 911 GT1

My first encounter with the new model Porsche GT1 was at a race meeting at the Aberstone track in Abergavenny. I had spent hours modifying my silver coloured Silverstone 97 GT1, in the hopes of making a car that would be competitive without resorting to the multitude of blocky Venturis in use, and I was hopeful that I had at last got it perfect. I replaced the split pins with a solid front axle and put a pair of the lowest tyres I've ever seen on them (I have no idea where they originally came from, they've been transferred from car to car forever it seems) and it ran really well.

The cars were lined up on the starting line and predictably two of the other three were Venturis, but the other was a white Porsche that I did not recognise, belonging to Andy Meredith. The race started and the unidentified rolling object totally slaughtered me (I have no idea how I did relative to the Venturis, as I was too busy watching the URO disappear into the distance). I know that Andy Meredith is a better driver than I am, but I like to think that there is not such a difference that his grinding me into the gravel was entirely due to my driving. As I finished the race in a stunned daze two thoughts occupied my mind (1) I want one of those cars and (2) I'll get him for this.

The car was a new model Porsche GT1, 98 version. I had to have one of these cars, and I checked the Internet to find out more. It was then that my father and I found a green model with red and white stripes which he particularly liked and ordered one immediately. I ordered for myself the gold test car version. This car is beautiful. It has wonderful flowing lines, with gorgeous curves and a lovely metallic gold paintwork that has to be seen to be appreciated. I've always been of the opinion that

the headlights are the best indicator of a good model (when was the last time you saw marvellous headlights on an otherwise rubbish model?) and these were excellent, exquisitely done.

The car is an absolute work of art and the only thing that puzzles me is why the wipers are always shown in the middle of the windscreen. It's not like the factory experiences sudden internal downpours. Anyway, I was very impressed with this car and immediately set out to destroy it by making it my primary racing car. The largest modification that I made was transferring the front wheels and axle whole from my Silverstone GT1, dropping the front drastically as the wheels are far smaller and still had the thin to the point of nonexistence tyres on them. I removed the packing from under the magnet and replaced it on top instead and Phil Barry kindly loosened the screws slightly and shaved a fraction off the chassis at the edges so that it could flex a little.

The car was the best I've ever driven, smooth with good cornering and excellent acceleration. It seemed that, by some stroke of good fortune, I had received a car with a better than average motor. It still wasn't quite as quick as Phil's Venturi (nothing is as fast as Phil's Venturi. He swears that every part in it is standard and yet it's two tenths of a second faster than anything else. I'm beginning to wonder if witchcraft is involved) but it was very close.

In testing it outperformed my father's car conspicuously. I even managed to stay with Andy's Porsche most of the time but the key point is that it outperforms nearly all the Venturis which have previously been the pinnacle of racing technology. This model is something very special.

PARMA SCD HAND CONTROL

Look in any clubroom, anywhere in the UK and no matter what you race, there's one brand you'll see. That brand is Parma SCD, and it's on virtually every hand control in the country. Looking through the catalogue, the sheer number of hand controls available is amazing. There are 1 ohm controls, there are 60 ohm hand controls and just about every value in between, with names such as economy, sebring, plus, TQ, pro, turbo and turbo qualifier hand controls. There is even a custom painted model for the really aesthetically sensitive racer. The control I received from Parma SCD is a standard control with a 60 ohm resistor. It's a translucent orange in colour, which gives me the feeling that when I plug it in it's going to light up like a giant sized Christmas tree bulb, and it has a stainless steel trigger. It is supplied complete but for a plug, which can easily be bought for a few pence and is simplicity itself

to wire up, with a wiring diagram on the back of the packet. Most racers tend to favour the 45 ohm version of this hand control but I prefer the 60 ohm version, as it delivers power much more smoothly.

At the Aberstone track we have recently added a 2200 microfarad capacitor across each transformer (there is one for each lane) and this has greatly increased the power to the circuit. In these circumstances the extra control the 60 ohm grants you is priceless, as it allows you to add power smoothly around the corners and out down the straights. The stiff spring gives it a nice snappy feel when you let go and it brakes well. At Aberstone we have used four of these controllers from day one and we have never had any trouble with them, not to mention that they never overheat as do lesser hand controls. Every serious racer I know owns at least two of these hand controls. Take the hint. They are available from Pendle Slot Racing and other good stockists.



Phil Etgart wades through the NSCC archives

As the NSCC rumbles rapidly towards the completion of its second decade I thought it might be nice to look back into the archives. Looking at the newsletters of 1990 it is immediately apparent how far the club has evolved in the last ten years. At the time there was a five-man committee, the most familiar names of which would be Alan Slade (Magazine Distribution) and Steve de Havilland (Factory Liaison and Promotions). The editorship of the newsletter was still the responsibility of Norman Wheatley and Dave Norton was race coordinator.

The NSCC Chairmanship was the responsibility of Trevor Livingstone and the May 1990 edition was led off by his analysis of the member's survey. Among the key findings of the survey, which generated 313 responses, was the revelation that "There is no doubt that Scalextric remains number one amongst model slot car manufacturers with Cox a poor second". To the collector of today it must be a fairly major revelation that the "Poor second" was an American manufacturer who had ceased production the best part of twenty years previously. This was over and above such familiar UK brands as Airfix/MRRC and VIP. Today I would suggest that these brands would take priority over Cox, but pale into insignificance against such young upstarts as Fly and Ninco.

Also of note was the fact that the survey of 'Most prized and wanted models' had revealed that "at least 13 authentic Bugattis exist and that the 1983 'replicas' are now regarded as 'Highly collectible' despite negative views..when they first appeared". There was also a poll for a hypothetical limited edition.

Honourable mentions went to the Astra, Delta and MGB (Never appeared) Celica and F-40 (Both then unreleased). The overall winner of the poll was the Sierra Cosworth, which by then had been announced, but was yet to appear.

Steve de Havilland's 'Steve's round up' column revealed that the Sierra Cosworths that had been scheduled to appear in the Exin (Spanish) range were now unlikely to be released. These were originally intended to have been fitted with the RX-4 Spanish can by producing an adaptor for the motor aperture to accept that motor (Shades of the Ninco Motor Adaptor system that appeared some years later). The cars had been allotted catalogue numbers and had they been released would have appeared as;

8328 Sierra Cosworth "Firestone" (Unlighted)

8329 Sierra Cosworth "Texaco" (Front and rear lights)

Steve's column also announced that the NSCC limited edition Minis had been dispatched and that the decals would be sent out "When available". It is obviously worth knowing there should be decals when buying this NSCC MRRC limited edition!

The column also mentioned that the Camel/XP Parcels livery of the then imminent Tyrrell 018 had been dropped in favour of the familiar blue and white livery and that the 962C "Underwent minor livery changes in 1989 when the Rothmans style emblems were removed from the body". Two Australian Sierras were announced "A red model with Palmer Tube Mills livery partnered by a blue and white Mobil" and there was a list of Spanish deletions which included the Tyrrell P-34, Ligier JS11, Brabham BT46b and Williams FW07.

New Spanish models were being offered at £24.95 in the advert from 'Bill Bradley Slot Racing' (Then a leading UK Slot car dealer) and UK Scalextric cars were available for £20. This brings home how much cheaper slot cars are these days!

In the members ads you could have purchased a mint Auto Union for £200, or a green Fiat 600 for £100. Veritable bargains!

A full-page advert announced "The first NSCC Swapmeet and Convention". This was to be held on Sunday 13th May at Farnham Maltings (A Surrey venue still in use for general toy fairs today!). The event was to consist of a swapmeet with "A limited number of tables available at £10 per three feet frontage (Also virtually identical in price to today's events in spite of 10 years inflation). In addition there were to be working displays of Carrera, Scalextric 1/32, Aurora, Wrenn 152 and Minic Motorways and static displays of MRRC, VIP, Scalextric, Cox, Monogram, Jouef and Circuit 24. Clearly the collecting ethic was alive and very well within the NSCC in May 1990s.

More 'Happening Ten Years Time Ago' again soon.

MORE DISCOVERIES FROM PHIL

An additional footnote to the piece on the green front engined Offy in last months issue. **(yes I know I missed out the colour - sorry Phil)**

It was recently brought to my attention that a red f/e Offy exists in the collection of a well known Australian Dealer/Collector, so that now makes five colours where until 1998 there were two!

Another interesting item that has surfaced recently is an SCX Ferrari that did not make it past resin prototype prior to Tyco's license ending in December 1999. The mock ups exist in very small numbers, both as painted models and beige resin test shots. Extremely difficult to obtain, but a fascinating glimpse of what might have been!



BACKTRACK

WHERE ARE THEY NOW? NO.1 ROGER GILHAM

Phil Egart has a lot to answer for. His piece on old Newsletters started me thinking about the history of the NSCC and the various people who were responsible for its inception and growth. Daft Idea Animal joined in and I was soon trying to track down former editors and leading lights of the club. The hunt has been quite successful so far, so here is the first of an occasional series tracing their activities. The first subject is Roger Gilham, whose book "An Enthusiasts Guide To Scalextric", was certainly responsible for starting a lot of people's interest in the hobby. My thanks to Roger for the following account. If anybody knows the whereabouts of other people of interest perhaps they could let me know.

"I had my first Scalextric car in 1957, a tin plate set and I remember scratch building a balsa model, a BRM, with a Triang train engine. However, I just caught the end of National Service (Royal Artillery for 2 years) and when I came out I had full size cars or motorbikes and a girl friend.

I started full size vintage car racing when I was in my early 30s but my wife fancied private schools for my children and that was an end to that for a few years. However, as they realised I missed racing the family bought me a Scalextric set for my birthday. I became interested in what models had been made between the early tin plate cars I had and the then current models. No information was available so I started collecting. I also had the idea for the book and Hornby gave me assistance and permission to use their logo etc. - I was fortunate that I was given the contract by the publishers to do the book on an outline idea only.

I put adverts in Exchange and Mart every few weeks and travelled all over buying sets, cars, bits and pieces etc. I also visited as many model shops as possible and in their back rooms I found a lot of out of date and 'new' old stock. My collection had grown substantially and I also went to the London Club run by Roy Charlesworth in Wood Green.

It all took off from there as I was racing with Mike Pack at Waterlooville; helping to form and run the Molesey club; racing at the Cheam Club and also in Belgium. I had a super relationship with, and visited, Anton Palau

whose father ran the model shop in Barcelona. I was fortunate to be able to purchase a number of rare Spanish cars.

I corresponded and exchanged models with collectors in Australia, USA and Switzerland. Once, while visiting Monaco for the Grand Prix, I went halfway across France with fellow enthusiast, Luigi Caparelli, to see a French collector - he had some 'French' Marshals cars and other stuff but would not sell - he wanted Triumph Spitfire parts - we did however persuade him to sell us a few items.

It was easier to obtain cars then as there were not so many collectors and stock was more abundant if you knew where to look. Paul Whitehead and I once went to Ostend to seek out Scalextric stockists. We did find some later French built own designs not available in the UK - Renault 12, Fiat 131, Alfa Romeo TT3 etc.

Of course collecting became more popular and big money started to be offered for the rarer cars. Just think, I had 3 Bugattis; 1 race tuned, 1 pin guide and an original 'red' one - what are they worth now?

I sold my collection about 14 years ago (probably the biggest and most complete then existing, nearly 900 cars). There were many Scalextric factory specials as I had a good relationship with Tom Farmer who was the Marketing Manager at the time; we also tested with the Molesey Club new types of motors and other items on occasions. I also think we may have been instrumental in the development of

'magnatraction'. There was an 'open' sports car meeting at a club track in Worcester Park (South London) where we could run any 1/32nd scale car providing it would run on the Scalextric 6 lane track, at least 20 entries from memory. Anyway, a Molesey member scratch built 3 brass ECRA type chassis, sidewinder cobalt magnet engines, and a large magnet glued to the chassis in front of the engine. The magnet was so strong you could turn the track upside down and the car would stay put! Needless to say our 3 car team in Marlboro red/white livery came 1st, 2nd and 3rd, (I came second).

I did show or give my car to Scalextric afterwards and I recall constantly complaining that many of the current models at the time, mainly saloons, were difficult to keep upright. I think this may be where Hornby got the idea of magnets.

Interestingly my relationship with Hornby Hobbies at the time led me to doing some promotional events for them. I did a day at Brands for Beecham Pharmaceuticals and set up a track there; Stirling Moss was also giving people rides around the track in a Lola sports car. I did a Granada TV 'telefon' at Wembley Stadium where people pledged money for charities; all the famous names were there. I remember Ronnie Corbett, Spike Milligan, John Surtees and other showbiz personalities racing on the Scalextric track we set up. While walking along the main corridor I spotted Rod Hull and that Emu bird attacking people so I dived into the loo; I peed in the urinal next to Rolf Harris who also came in to escape.

More nerve racking was a children's Saturday morning TV programme on the weekend of the British Grand Prix (can't remember when) - I recall being allocated an 'artistes' dressing room and 'Bucks Fizz' and Sylvester Stallone were also on the programme - (I still have the video of it and try and avoid looking at it now, it was so awful, or rather I was so awful). I received £25 for doing that - probably worth £100+ in today's money.

I sold my Scalextric collection mainly so I could afford to do speed hill climbing and sprinting, not only for the sale value but to save

the £400 annual cost of the new models necessary to keep the collection up to date - and more shelves to display them on. I confess I also got a bit fed up with nightly telephone calls as, at the time, I was one of the main reference points for advice on collecting, etc.

Out of interest I have had the following full size competition cars:

Vintage - 1928 Austin 7 sports (Circuit racing); 1930 Austin Ulster (Circuit racing); 1938 Riley 2500cc sports

Single seater - 1967 Vixen Imp F4

Modern - Renault 5 turbo (220 bhp Group A) - I was insurance broker to Williams Renault at the time and received all the special bits from France, I was invited to Paris to choose them (I had to pay of course). I also did a couple of events in a Clio Williams, complete with 10 position traction control and launch control for take offs! I had many 'class' wins with the Renault Turbo and came 2nd two years running in the BARC Gurston Down speed hillclimb challenge championship.

Current - 1961 MGA Coupe fitted with an MGB engine and 5 speed ford Sierra gearbox - come and see me at Prescott etc. I have done some other sports, squash for several years and I've played golf for 30+ years, I'm still no good at it (20 handicap)!

Although I retired from work early I am employed by the U K's biggest motor sport insurance broker on a part time basis and still look after the largest UK Grand Prix team.

A new edition of my 'History of Scalextric' book is due out mid 2001 - all in colour, new photos, pictures of members' home and club tracks etc. and all listings brought up to date etc. I will be contacting some members and collectors later in order to arrange photographs for the new edition of the book.

I am pleased that I rejoined the NSCC a couple of years ago and I also belong to Hornby's own club - I am very grateful to Adrian Norman for his invaluable assistance in keeping me up to date with the current models. If I had a club reasonably near where I live I would start club racing again - why is there no activity in Oxfordshire?"

Members letters



Dear Brian,

I am trying to collect information about the STS sets made and sold by Exin in the late 1980's. I would be grateful to any readers who have STS sets and can supply me with information about the cars and track it contains that I don't have.

The sets I know were sold are 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2014, 2015, 2016, 2025 & 2028. If anyone knows of any others that they have or have seen in Spanish price lists, could they please let me know.

Of these, the sets I don't have information about are 2006, 2007, 2009, 2011, 2016, & 2028. If anyone knows the cars and track these contained I would be very grateful for the information. Please phone 02380 267811 or e-mail z-cars@zzmail.demon.co.uk

Yours sincerely,
Peter Zivanovic

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Dear Brian,

I meant to write to you a month ago about Hornby quality control, following Ian Metzger's letter, but my PC went awry and had to go back to the shop. When it came back I forgot until prompted by Steve DeHaviland's letter in the April magazine.

Anyway, a friend recently bought a Formula One set for his son and the Jordan wouldn't go. Not surprising as the magnet was lower than the tyres so it just went *Zzzzzz*, *Zzzzzz* and nowhere. He took the set back to the shop and exchanged it for another - with the same result. He then showed it to me and, being a old slot racer, I took it apart, jiggled the body and chassis around a bit, screwed it back together and it was OK. All very well for someone with experience but not at all all right for a first time present for a child.

While I was at it I thought I'd have a look at the set Williams and, although it performed properly, there was a little white dimple on the top surface of the lower rear wing. It looked as if someone had tried to put a long chassis securing screw in a short screw hole and forced it nearly through the wing before realising their mistake (the Williams has two long and two short - an ideal recipe for such an error, but not at the factory!) So much for quality control.

One other point while I'm at it. On the strength of Graeme Thoburn's article on the Proslot Toyota GT1 I bought one. He's right, it's very good and as I'm not a great fan of magnets, even better. However, when I took it apart - I always take them apart more or less straight away to see that all is well inside - I noticed that there appeared to be file or similar marks inside the very slim nose moulding where it had been cut back to make room for the top of the guide. Rather than a bulgy non scale nose or a badly positioned guide, but I found that the guide still fouled the body and cutting a slice off the front (where the braid slots are) improved matters so that it now goes from 'lock to lock' without hitting anything very much.

Anyway, Proslot very good and I repeat that it's nice to see that someone can produce a car that's quick and fun to drive without a magnet that's capable of lifting the track when you take the car off.

Best regards,
Bill Grigg

Dear Ed,

As a sort of 'post script' to last's months collecting article by Pete Kessel, I thought you might find the following story amusingly ironic.

Like Pete, I also drive a 'rocket powered rollerskate', in my case a polished stainless and bright red Robin Hood S6 Lotus 7 replica, which has led me collect all of the 7s so far produced by Scalextric. My road car has swept front wings, so I was delighted when Scalextric brought out the red classic Lotus 7, and I duly purchased one with one aim in mind, to build a copy of my own car. All of the parts needed were available by cannibalising a Caterham 7 which supplied the correct wheels, spare wheel carrier etc. I fabricated my own rollbar, repainted the body panels to look like stainless, modified the interior and changed the exhaust to the opposite side. All that was needed to finish it off was a set of stripes and a modified spectator to sit in the passenger seat and look like my five year old son (complete with fixed grin and white knuckles). All said and done, I was very pleased with the result, even if it had cost me the best part of fifty quid (two cars) to put together.

A couple of days after finishing the model, I took it along to my local Scalextric dealer as he'd supplied the donor cars and was keen to see the finished item. After much praise, a big grin crossed his face and he reached under the counter to produce....shock, horror, the latest Scalextric release, a road going Caterham 7 in red and silver with swept wings. Apart from the exhaust, exactly the same as my bloody car, I could have cried. So what am I left with, two non standard cars, a lighter wallet and the lesson learnt of not to try and be an impatient smart arse as all good things come to those that wait. Thank you Scalextric. On a serious note, I have to say that I think the 7s are the best slot cars by any manufacturer for years. Some other cars are better models, some are better finished and some drive better, but none have achieved such a balance of these features in one car. I can honestly say that the model really does drive like the real thing and the handling is spot-on even down to the centre of gravity. I have weighed and balanced both my real car and the model and both are in exactly the same place. Well done Scalextric, this will be a hard act to follow.

Russ Gannicott

.....

Dear Brian

I have been trying since 1991 to find a base for one of two B2 yellow Hurricane bodytops which I purchased during my time as editor. Each year I have placed a wanted ad in the magazine and either had no response, been pestered to sell the bodytop, or been offered a B1 Typhoon underpan on no less than three occasions!

Then last month, totally out of the blue, and after all these years of trying a member phoned me up offering the very part I need. A swap was arranged and a week later it arrived. The outfit is now assembled and the colour match of this rarest Hurricane variant is perfect. Could it be that the long lost halves of the original have ben reunited after all this time or am I just an old romantic?

My thanks go to Roger Parker (the seller), Phil Egart (the middleman) and Barry Smith (the unwitting provider) who, I understand, sold it in a cheapo junk bag at Milton Keynes!

Now has anybody got a base for the other one.....?

Regards

Tony Frewin

Members letters



Dear Brian

The forthcoming Evesham Swopmeet will be held in its usual venue which is a modern clean, light and spacious leisure centre. There is always some spare space at one end of the hall and, in the past, this has been used for racing activities.

If anyone would like to run a circuit, free of charge, please contact me. There are ample power points available, together with chairs and an entrance door nearby. Also if anyone would like to display their collection (at own risk) I am sure I can accomodate them.

I can be reached on 01386 443370.

Regards
Steve Pitts

Dear Brian

Regarding the Beatties' Minis - as a former employee of this toy chain, I can confirm that the 40th anniversary Minis were received in a terrible state. The boxes were smashed and the cars were nearly all broken. They had lead wires pulled from the motors; magnets falling off; motors hanging loose and any other fault you could think of. I know this because I spent an entire morning repairing what I could.

On another note, I would like to hear from anyone in the Colchester area who would be interested in starting a small club or getting together for an occasional race. I have two circuits; a 70ft two lane and a 40ft four lane one. My telephone number is 01206 822769.

Peter Shepherd

I bet this is one person who has a perfect Beatties Mini in his collection!

Hi Brian,

Just a few words on my race meeting.

I would like to thank, through the pages of the Journal, everyone who attended the Proslot challenge on Sunday 9th April. 47 racers turned up, most of whom had travelled a considerable distance, to lend their support to the first, but hopefully not the last, event that I have organised.

Of course there were a few problems but I have never yet been to a race meeting without any. The racing was on a six lane Ninco track, using the Kevin Tombeur designed timing system which never missed a beat. The Toyota GT1s were kindly supplied by Colette of Monarch Lines and they completed around 900 laps with only two minor problems. They are also a great car to drive.

Thanks again to Doug Graver, Jack, Dave 'Poet Laureate' Brushett, Paul and all those who helped during the meeting. Thanks also to Monarch Lines for their generosity in sponsoring this event. If you live in the Southend area and would like to race at a proper club then give me a call on 01702 551225 and you wont ever have to be a reserve again.

Graeme 'walking the dog' Thoburn.

See race report on page 37

A 12 000 MILE, 5 WEEK SCALEXTRIC TREK

BY STEVE PITTS

My wife and I have just returned from the holiday of a lifetime, having made the long, but wonderful, journey to Australia via Singapore. (No, I'm not going to prattle on about white beaches, delicious food etc. etc.)

We were encouraged to visit this "Pacific Paradise" by NSCC member and longtime friend Bill Holmes and his wife Jan, who we first met, face to face, two or three years previously.

Our first port of call was Melbourne, a colonial city situated on the southern coast of Aussie and packed with restaurants, shops and sights, superbly served by an excellent transport system. Now, at this stage I must emphasise that my choice of Melbourne as a first stopover had been based on a plan to travel up the east coast, calling at Sydney, Brisbane and Cairns. The fact that the first Formula One Grand Prix of the new century was on in the midst of our stay was purely coincidental (at least that's what I told the wife!!!!)

Anyone who has suffered the high cost, poor facilities, doubtful weather and transport chaos of the British Grand Prix should try Melbourne for a complete contrast. We had four days of great entertainment, great weather, superb facilities all lubricated by ample jars of Fosters. These Aussies sure know how to organise a race – mate!!

On the evening of the race Bill, Linda and I were invited to visit the venue of the Scalextric Aussie G.P.. This was held at the home of Nick Patrenko. The circuit was sited in Nick's large double garage. It had six lanes, was computer controlled and manned by twenty race mad Aussies.

At this juncture I feel I must emphasise the main differences between Aussie and British Scalextric fanatics.

1) It soon became evident that their first, second and third priority is racing. Yes, they do collect, but only to have a new toy to race. It doesn't matter what it is or how much it's worth – if it goes, it'll race. Even to the extent of a perfect yellow Auto Union, sprayed silver, being whipped around with gay abandon.

2) I noticed a clear difference in how we classify the condition of our cars against the opinion of our Aussie cousins. Just to make sure I confirmed my opinion with our advert rules on my return and was reassured that "Mint" means perfect, as brand new, never used. On this point we differ and I was disappointed to see numerous cars classified as "Mint" by their owners, when it was clear to me that they had indeed done the equivalent of 30 laps of Albert Park, and in some cases had been involved in at least one tangle with a gum tree!

This apart, I must emphasise what a great evening we had, these guys are, indeed, Scalextric loonies. The racing was still taking place when we left, deep into the evening, suitably refreshed with pizza and yet more Fosters. Friendships had been made and renewed and how nice it was to see Clive Spreadbury again, even though I took home the blue Aussie Typhoon he had wanted so much. Sorry, Clive. I was even able to pick up some goodies for my new hobby, F1 memorabilia. I mean, how could I refuse the F1 race posters at \$3 each (just over £1).

The following day we were off to Sydney, calling in to see Charles Rickards (proprietor of Hornsby Slot Cars) sponsor of the Aussie Collectors Club, and later calling in to see the Armchair Racer himself, Jim Berry. Rarely have I received such a welcome from a complete stranger. We were kept well refreshed whilst we viewed some of Jim's wonderful collection and the excellent stock of new cars and accessories. I even spent some of my holiday cash on two Lancia Montes. (One will, of course, have to be sprayed to match the real one sitting in my garage).

We spent 2-3 hours talking every thing Scalextric, the price of fags and that old English favourite, the weather, joined with some interesting conversation from Aussie Club treasurer, Steve Collin-Thome. As a parting gift we were given some Armchair Racer shirts and baseball caps, (one for Phil Egart – give me a ring Phil, I'd love to see you in it!!). Anyone visiting Sydney just has to give Jim a call!

We were soon on the road again, working our way up towards Brisbane, covering 2600 kilometres in three days. Our next drop off point was on the Central coast, home of Aussie editor Wayne Bermingham. I had read about Wayne's contact with Brian Rogers only a few days previously in an NSCC newsletter freshly arrived from Pommy land. It seemed quite strange to be here in Wayne's house on the other side of the world, sampling Aussie hospitality and watching his yellow Auto Union, resplendent in its silver overcoat, racing around his two lane circuit.

Earlier in the day Bill had received a call on his mobile from a member. Warwick Steibel, who had recently purchased a 400 car collection from another member. He was selling most of it and would Bill be interested – silly question. We just happened to be five miles from Warwick's house and within five minutes we were viewing the said collection. Nothing for me, alas, but Bill was well pleased with his rare Mini and refreshment stand. Unfortunately the other cars had been well raced and in some cases well modified.

For me the highlight of the day had been to meet Aussie member and V8 specialist, Steve Bushel. Steve is a keen modeller and had converted standard Scalextric cars, mainly Audis, into the complete grid of Aussie V8 Fords and Holdens, each one hand painted and autographed by the relevant driver – what superb souvenirs!

Eventually we reached the haven for Aussie Scalextric cars, Brisbane, Bill's home. Now Bill had only moved into his new bungalow the week before we had arrived in Melbourne so his collection was still packed in 101 cardboard boxes. The bungalow had been constructed to this own design and the largest room was to be home to his collection and racetrack – not bad planning, eh!

Needless to say, I became involved in unpacking this melee of cardboard to unearth a first rate collection of most things Scalextric, including the largest cache of spares that side of the Pacific.

I had taken over yet more goodies for his new room, hoping that the empty space in our cases could be utilised in taking back clothes etc. – no such luck! Not to be outdone, Bill presented me with a lovely Aussie G.P.1 set, Aussie Typhoon and various Scalextric paper souvenirs. Excess baggage, here we come!!

Our final Scalextric visit was to the home of Aussie Club membership secretary, Dave Hannaway, who was recovering from a serious motorcycle accident. Nevertheless, he was happy to show us his race circuit, fully landscaped with the scene of an upturned motorcycle to reflect his recent demise. Dave is a skilled carpenter and had put his talents to work making a large coffee table which housed a Scalextric circuit and was covered with glass. This certainly made tea and biscuits an enjoyable break.

In summary, we had a wonderful time, met 70% of the members of the Aussie club who made us feel very welcome, and in doing so have made many new friends. We shall treasure the memories of our visit for years to come.

SCALEXTRIC C1 CARS

BY TONY SECCHI

Formula One today holds a unique position in international motorsport. Due to the financial and contractual power wielded by FISA and the FIA it has a virtual stranglehold on any other form of motorsport.

However, during the decade 1982 - 1992 another epic series was on a par with F1. It was the World Sportscar Prototype Championship for C1 and C2 class Cars. It featured many manufacturers and many more private entries. Some of the best drivers were attracted to it (Schumacher made his name in 1990).

The cars were quick (240 m.p.h. at Le Mans) and had high downforce for cornering. My friends and I followed this exciting series both here and abroad (Silverstone, Brands, Le Mans, Monza, Spa etc.) from about 1984 until 1991. Indeed, some of them still do an annual Le Mans trip.

I like these cars so much that I have a collection of 1/24 scale static models and try to replicate some of them as 1/32 scale slot racers which we use in C1 class races on my home circuit. It is a very popular series and to this end we have collected, reliveried or made from scratch twenty eight of these models which we divide into four sets of seven cars according to the years in which the originals competed.

So I thought that it would make an interesting subject if I catalogued the Scalextric WSPC C1 Class cars that have been produced. The makes covered are as follows :— Jaguar, Mercedes, Porsche, Lancia, Nissan, Toyota and Mazda, and I will try my best to list all the models and indicate which ones we race. In the listings that follow these are indicated by the prefix (r).

I will start with Jaguar. I am sure that all of you read the recent excellent and informative article on Scalextric Jaguars by the talented and erudite Phil Etgart entitled 'Scalextric and the Big Cats'. If not, I refer you to it for its historical detail and comprehensive information.

You will note that the Spanish factory produced Lexan bodied Cars in the SRS1 range, later replaced by the SRS2 range which had injection moulded bodies. We allow modification of the SRS1 series with current running gear and include lead ballast to give parity with the heavier plastic bodied models.

JAGUAR

- (r) SRS1 9005 TWR XJR/6 'Silk Cut'
 - SRS1 9007 TWR XJR/9 'Castrol'
 - (r) SRS1 9305 TWR XJR/12 'Silk Cut'
 - (r) SRS2 9314 TWR XJR/14 'Silk Cut'
 - SRS2 9317 TWR XJR/14 'Budlight'
(also issued as 'Pro-Light')
 - SRS2 XJR/14 black limited club edition
- Scalextric
- (r) C382 TWR XJR/9 'Castrol'
(actually raced in the I.M.S.A. series)
 - (r) C418 TWR XJR/9 'Silk Cut'
 - C602 TWR XJR/9 'Unipart'
 - C603 TWR XJR/9 'Navico'
(these last two from the Set 'Supercats')
 - C443 TWR XJR/9 red and white
(from set C742 'Le Mans 24 Hours')

LANCIA

- (r) SRS1 7030 LC2 hardtop 'Martini'
- SRS1 7030 LC2 hardtop 'Totip'

NISSAN

- (r) SRS1 9010 R/890 'Nissan'

PEUGEOT

- (r) SRS1 9313 905A 'Peugeot'

MAZDA

- (r) SRS2 9315 787B 'Renown'
- (r) SRS2 9316 787B 'Mazda'

MERCEDES

- SRS1 9009 C9 'Sauber/AEG'
 - SRS1 9011 C10 'Mercedes Benz'
- Scalextric
- (r) C445 C9 'Sauber Mercedes' (Black # 61)
 - (r) C468 C9 'Sauber Mercedes' (silver # 62)
- I have re-liveried C445 to match the complex 'Olympus' Camera livery which was raced in 1988)

PORSCHE

- SRS1 7010 956 'Rothmans'
- SRS1 7012 956 'Belga'
- SRS1 7032 956 'Skool'
- SRS1 7036 956 'Fortuna'
- SRS1 7040 956 'Repsol'
- SRS1 9312 962 'Momo'

Scalextric

- C125 962C 'Fina'
- (r) C188 962C 'Take Fuji'
- (r) C256 962C 'Repsol' (Blue)
- (r) C272 962C 'From A'
- C296 962C (road car)
- (r) C309 962C 'Repsol' (White)
- (r) C356 962C 'Toshiba'
- C402 962C 'Omron'
- (r) C430 962C 'Autoglass'
- (r) C444 962C 'Racing'

This is really a 'Rothmans' livery with advertising restrictions. Phil Etgart told me that a sheet of decals existed to convert the livery, so that by erasing the 'Racing' logos with 'T' Cut and adding the decals you have a 'Rothmans' 962C as raced by the factory.

- (r) C463 962C 'Shell/Dunlop'
- (r) C486 962C 'Kenwood'
- (r) C559 962C 'Syntron'
- (r) C560 962C 'Texaco'

(These last two from set 'Wild 3 Sixty' but a couple of stops fixed either side of the swivel guide pick up allows them to race as normal)

That completes the list and I apologise in advance for any omission or errors in reference numbers. I am well aware that Scalextric cars have different numbers if fitted with lights and that SRS numbers used to change with every issue. I have done my best to be correct using Roger Gilham's excellent book as a reference.

As I stated at the beginning, I also make slot car models from scratch. To this end, working from photographs, I have added three CI class cars to my racing collection, all with Scalextric running gear. They are:-

- Jaguar XJR/II TWR 'Silk Cut'
- Toyota 89CV 'Minolta'
- Toyota TS010 'Toyota'

We have also reliveried several Porsche 962C's to remind us of our favourite cars and the many enjoyable times that we experienced. However, just to illustrate that we are not completely locked in the distant past, we run one series of 'Le Mans' cars from the very near past (and present) comprising the following:-
Fly

- Joest Porsche (White)
- Porsche GTI LM98 (Mobil)

Pro Slot

- Toyota GT1 (Esso Ultron)

Ninco

- Mercedes CLK GT (D2)

Scalextric

- Mercedes CLK GT (D2) Mark II
- Nissan GTR 390 (Black/Red)
- AA Lexan body - Scalextric parts
- BMW V12 'Fina' (when released)

In closing, I would like to thank Phil Etgart for tracking down several almost unobtainable Scalextric 962C's; Sean Fothergill (of Pendle Slot Racing) for supplying more 962C's, the Rothmans decals and many more items; Roger Gillham for his invaluable book; Chris Sharman for most of the SRS1 models; David Jackson for further SRS1 and Scalextric models, and lastly to a new member Liam Armstrong, who sold me three 962Cs just recently which are at present in the process of re-livery.

All these members advertise in the Journal and give exemplary service (it is also a great way to meet on the phone and have a chat).

The C1 series has been completed now and we look forward to many keen, competitive and enjoyable races -the fun goes on.



FLY LOLA T70

BY JEFF DAVIES

Many years ago I was fortunate enough to be asked down to GT Developments in Poole, Dorset (sadly, a company no longer in existence) to test drive their demonstrator for my newspaper column, a road registered sprint and hill climb GTD40. I travelled down to Poole with my wife who was also the photographer. Picking up the car at Poole Harbour I spent one of the most enjoyable days testing this amazing vehicle, which almost felt alive as the steering danced and bounced in your hands. Using a 1 mile stretch of deserted military road I conducted several flat out runs to check the 0 to 100 figures.

Upon return to the GTD factory in Poole they were building the most beautiful chrome yellow Lola T70 replica, a replica I would dearly love to own, so when FLY announced that they were making a model Lola T70 I hoped it would be in the same colour. They must have read my mind, because I've never seen such a beautiful shade of chrome yellow on any other model car. This model is from my favourite period in sports car racing, middle 60's to early 70's, when such all time classics like GT40s, Lola T70s, Porsche 908s and 917s, Chaparrals, Ferrari 512s, etc. dominated the sports car racing circuits of the time. All Fly need to do now is to build really beautiful Chaparral and GT40 models (Hint! Hint!) to complete the lineup of truly classic sport racing cars mentioned above. I love this model. As soon as I saw it I knew I had to have one. Sean Fothergill of Pendle Slot Racing, who I'm very pleased to say will be at the Brooklands Memorial Races, was kind enough to send me down a sample car. I like so many things about this car I don't know where to start. I love the colour and although I'm not the biggest fan on the planet of the red and white stripe this is an authentic livery that was raced at Thruxton in 1969.

This is a beautifully detailed car, probably the best detailed slot car yet made, from the well made headlights, wire cross mesh front grill, multiple vents, bonnet grills, engine grill,

beautifully made replicas of the wheels on the real car, even down to having a spare tyre and wheel in the boot of the car along with exhaust pipes which flow through the interior to exit through the rear of the bodywork. Every detail is captured and being a Fly car it goes just as well as it looks. At Aberstone track, using a completely standard Lola T70 I quickly got down to very respectable lap times. This is my favourite Fly classic car made to date, and is an object lesson in how detailed a slot car can be made.

WALKDEN FISHER MERCEDES 300 SLR REPLICA

I've been very fortunate in my working career that I have been involved in many projects that I have been extremely proud of, including ironically a challenge from Mercedes Benz UK to get from John O' Groats in Scotland to the Land's End hotel between dawn and sunset without using any motorways, but all of these projects pale into insignificance alongside the satisfaction of organising the Brooklands Memorial Races.

At the start of this project it was agreed between myself and the other sponsors of the project that we would create a series of replicas of Walkden Fisher's Mercedes 300 SLR model. This car won the first rail race held by what was then the Southport Model and Engineering Club. This club still exists but is no longer connected with model cars. According to Roger Greenslade's book this model is no longer in existence, but fortunately the body still exists, even though the chassis is not complete. The first step in making the replicas of the original car was to have the new bodies carved. The original car was carved from a block of balsa wood, so the replicas would have to be done the same way.

Charlie Fitzpatrick of Betta & Classic had sent me down the original body, pictures and several articles about the early rail racing days, including one written by Walkden Fisher as he was the assistant editor of Model Cars as well

as being a landscape painter. Originally I had no idea who I was going to persuade to carve these cars as I was totally incapable of doing it myself. On the phone to Charlie Fitzpatrick one day he very kindly offered to carve me four replica bodies in exactly the same style and paint them.

I returned the original body and waited. I had already decided I was going to use the excellent Parma SCD Excalibur 32 chassis in these models and Chas Keeling kindly agreed to supply me with six to build the four slot cars and two rail racing cars. Pendle Slot Racing supplied the wheels for the first car. Collette of Monarch Lines would supply the engines, Proslot Evo 3s and Phil Barry offered to build the cars. Everyone supplied their time and everything else free, this was a real team effort.

Approximately six weeks later I received a package through the post containing the bodies. When I unwrapped these I could not believe how good they were. The original model captured the curvaceous shape of the real car nicely - complete with a single driver figure - and was painted in the correct silver colour scheme. The replicas were absolutely identical in every line, every vent, every crease to the original car, even down to the grill on the front with the Mercedes badge carved into it and the twin metal exhaust pipes exiting the side of the body.

I cannot imagine the amount of work it must have been to carve just one of these cars out of a solid block of wood. Every single person I have shown the first finished car to has been amazed at the standard it has been carved to. Somehow Charlie even managed to get them to look old, with a very mellow looking paint job and painted the driver figure in a way I haven't seen done in a very long time, with a very pale pink face, sky blue overall and black and white goggles with a plain white helmet.

I took the bodies along with a chassis and engine up to Phil Barry in Abergavenny to build the first car, having spent that morning trying to figure out the best way to build them as the guide was slightly too far forward in the chassis to allow it to fit within the bodyshell. Phil and I

both agreed the answer would be to cut the front of the chassis back to the first two front axle mounting holes and to drill a new guide mount. I returned to Abergavenny to pick up the assembled car and found that Phil had done a brilliant job with the chassis. It looked as if it had been made that way.

I quickly erected a test track as I was dying to see how the car performed. Even though these cars will only be used for one, possibly two races at Brooklands it is very important to me that these cars are perfect. The car has ballistic speed down the straight - not surprising considering it is a pretty light car with an Evo 3 in it - and cornered surprisingly well, as well as any other non magnet car with narrow tyres that I've ever driven. The Parma SCD chassis really work well, with all the weight concentrated about an 3/16 of an inch off the track, making the car extremely stable. After running the first car for about half an hour I was very impressed with the way it performed and it looked brilliant going around the track.

The Brooklands Memorial Races are to be held on the 20th of August at Brooklands Museum, Surrey. I'd like to thank everyone who donated items and their time to these cars.

There are still a few places available for individuals who would like to come to the event. If you are interested please ring me on 01633 779203.

PHOENIX SCALEXTRIC CLUB



Club Focus

Phoenix Scalextric Club is based at the Harry Mitchell Centre in Smethwick, West Midlands, approximately 1 mile from Junction 1 of the M5. We have been racing Scalextric cars at this venue since the early 1990s and we have around 20 members attend each meeting.

The track is normal Scalextric track, four lanes wide and has runoff areas & borders around its entire length. It has an average lap length of some 120 ft. and includes some of all the standard radii of curves that you can buy. We also have a lot of scenery around it to try to give the feel of a track that is better than that which you could have at home, and, as it is set up permanently then we don't really need one at home as we can come and go at leisure.

We have electronic/analogue lap counters to assist the race controller in performing his duties.

We usually race on a Thursday evening (from 7.30pm to 10.30pm approx.), one of our six main classes of cars. We race over 15 laps with the winner being the first one across the line - just like in the real world. If you come off - YES!!!! we do come off just like at home, then the people who are not racing are assigned to the bends to replace the cars as and when they come off — the Marshals job is a busy one most nights!!!

On the seventh week we race “what you bring”, as long as it doesn't have a magnet. This is purely for fun, and as there is no championship this week then you can have a bit of fun and race modified, scratchbuilt or just a standard car if you wish. The emphasis is to have fun — not just to win at all costs!

At the end of the season we tally up the results for the season (approx. 10 months) and we award the trophies/prizes to the winners.

We have two levels of racing to try to match abilities with experience of racing - even then the kids can still beat the adults!

1-Us die-hards who have been at it for years are in the main league.

2-We have a sub league running for beginners/novices called the Arcade Toy Shop Trophy - after the club's main supplier of the cars we race. The racers in this league can also be the overall winner, but more importantly it gives the newer racers something to aim for in their first season of race meetings.

As if all this wasn't enough then we also hold “open meetings” whereby racers from other clubs in the country attend to race a class of car for trophies/prizes. We also go to those clubs to try to win away as well as at home! Over the years we've not done too badly at all with many victories being won by some of our “star” racers.

In these open meetings we have had prizes donated by such famous names as Ferrari, Subaru, Prodrive, Seat and had the stars themselves attend to hand out the prizes on the odd occasion eg. Matt Neal - BTCC privateer racer who used to drive the 100+ Scalextric BMW and Mondeo.

The club produces it's own monthly Newsletter to update the members on how they're doing in each championship. It is also a chance to write your views, reviews of cars, buy/sell cars etc. with other members, etc.

I think that I have covered every aspect of Phoenix that you need to know about but if you want any more information, or you would like to visit us then please call me (Graham Pritchard) on 01384 561532(home) or 01384 353678(work) for more information. Your first visit is free and we have club cars and controllers to borrow if you need them. Why not take the time to visit us at least once. You never know, you might just like it!

Attention secretaries - this is your page. Send in your details and introduce your club to a wider audience.

WOLVERHAMPTON SLOT CAR CLUB 4hr F1 Race Report

BY MALCOLM SCOTTO

Question: what does a Club do with a newly constructed 110ft, four lanes, computer controlled, Ninco track?

Answer: Organise a race for F1 cars and seek the support of like-minded people.

An encouraging response led to the idea being put into practice and on Sunday 26 March, four teams gathered to do battle!

Rules were kept to a minimum:

- Ø Two cars per team
- Ø Modifications allowed
- Ø No replacement motors allowed
- Ø Same main body to be used throughout
- Ø Car had to be complete while being raced
- Ø Cars could be swapped at any time in the designated pits area

The Teams were:

North Staff Slot Club

Mark Challiner Shaun Mitchell

Rob Lyons John Bailey

Manager: Dave Lyttleton

Car(s): Jordan, Ninco, Evo3/Red Bull + magnets

Wrexham (Team Reynolds)

Philip Creed Andrew Creed

Alan Taddei Rob Davies

Manager: Bob Reynolds

Car(s): Minardi, SCX standard + magnets

Scale Models

Jon Officer Phil Walker

Mark Scale

Manager: Andy Walker

Car(s): Ferrari: SCX Reprotect motor, ballraces + magnets

Wolves

Bob Reynolds

Ian James

Matt Woolley

Nick Winton

Manager: John Cook

Car(s) Williams: Scalextric V12/Mabuchi + magnets

Practice over, teams briefed, the race commenced. We did not have to wait long for the first incident!

Ian James (Wolves) was soon showing his knowledge of the track and posted a new lap record of 6.5 secs and then paid the price when the V12 expired on 10 minutes, leaving the team with one car to last 3hrs 50mins.

North Staff were next to suffer when their car gave up. Two cars out in the first 20 minutes! 10 minutes later the second car of North Staffs, powered by a Red Bull smoked to a halt.

Three cars out..... would anyone finish? Wrexham were next to succumb, leaving only one team with two cars available (Team Scale Models). The Team Managers were kept on their toes carrying out repairs to their remaining cars. Team Managers imploring their drivers to take it easy and the drivers, having fenced their cars, imploring the Managers to get them back on track, added flavour to the event.

The race finished with Wolves and Wrexham hanging on, while Scale Models still had both cars available.

RESULTS:

1 st	Scale Models	1722 laps
2 nd	Wrexham (Team Reynolds)	1611 laps
3 rd	Wolves	1593 laps
4 th	North Staffs	Retired

MANAGERS RACE:

1 st	Bob Reynolds (Wrexham)	61.6 laps
2 nd	John Cook (Wolves)	61.0 laps
3 rd	Andy Walker (Scale Models)	56.4 laps
4 th	Dave Lyttleton (North Staffs)	54.1 laps

PROSLOT CHALLENGE.

BY DOUG GRAVER

It's 7 am. It's Sunday. Being a builder my weekends are precious. I sometimes have to work a gruelling 4 hours a day with only 17 cups of tea to keep me going. I'm in a daze as Sundays are usually for lie-ins. I take my dog for it's usual hour walk but after half an hour I wake up and realise I haven't got a dog. So I start to load my 14-year-old van with the PA and 2 hand throttles. Still only 7.30, time for a rest or a snooze. No it's Sunday 9th April and it's Graeme Thoburn's day for hosting Proslot Challenge. That's why I got up so early to give Graeme a hand.

For the first time I have not had to travel afar to race in one of these events so this is a welcome change being so close to home. Now that GT Raceway is underway racers in the Southend area have a proper large track to race on. The track is designed and built by Graeme with help from Ian Newstead and is based on the Monaco circuit. It has been built with the wider Ninco track which means less contact on bends.

42 people are expected so the track has to be up and ready by 10 o'clock for practice sessions to start. New barriers have to be fitted, the light gantry has to be moved and the track has to be checked.

At 8 o'clock I arrive at The Green Baize Club Eastwood where the event is to be held. There, Graham Smith, Jack Thoburn and Graeme are getting unloaded. Time to start work. Dave Brushett arrives early and lends a hand. Luckily for us he doesn't recite any of his poetry which was published recently in the NSCC Journal.

Other people start arriving as the work is in progress but by 9.30 am practice begins. It seems a few more than expected come (47 in all plus a few spectators) so things get a little tight but you can still get to the bar where refreshments are available.

The local paper, The Evening Echo, is there, pictures are taken and Graeme gives an interview. The article appears on Wednesday night and gives an informative account of what

is happening on the day and of the club nights held by Graeme every 2 weeks. Hopefully this coverage will encourage locals to attend the meetings.

Once the reporter has left its time to start the racing. The cars are the Proslot Toyota GT 1's which are not modified apart from changing the guide blades as the Proslot ones snagged the slot. The Scalex computer program, by Kevin Tombeur, which handles things brilliantly manages the track. Things are running quite well apart from a couple of hiccups but with 47 racers there are bound to be some. And of course you always get one person who is never happy regardless of the time and effort put in by Graeme.

There are 47 heats to be run so it takes a little longer than expected but the racing is good fun. There were 3 re-runs and then on to the quarter and semi-finals.

The final consisted of: Paul Patterson, Matt Digby, Robert Digby, Jack Thoburn, Kevin Tombeur and Ashley Moorhouse.

The final was over 25 laps instead of the 15 run in heats and everybody finished within seconds of each other.

The final results: 1st Robert Digby; 2nd Paul Patterson; 3rd Kevin Tombeur; 4th Ashley Moorhouse; 5th Jack Thoburn; 6th Matt Digby.

Trophies were given for the first three drivers and to the top junior (Rob Digby). They were awarded by Colette from Monarch lines who donated the race cars and trophies. Each of the finalists was given a Proslot car of their choice.

All in all I think and hope most people enjoyed the day and thanks to Graeme for putting on the event. His advice to anybody thinking of doing something of this size would be DON'T. It takes a lot of time and effort and I know he worked hard for this day but it all went well.

Let's hope he holds more events for us to attend because if it weren't for people like Graeme these races would be few and far between. How did I do? Well in a word, CRAP. I came 20th. Still it's only a toy!