

# NSCC

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

**Editor**

*Alan Slade*

**No. 204**

**March 1999**

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It is time to be thinking of a new club list, so will all club secretaries please contact me with details of their clubs. I know some of you have sent me changes and these will be incorporated in the new list. I want to put the list on our web site so it is important that it is right, so if you have any doubts about your entry please send me the latest information. Thank you in advance.

Some members contacted me about the MK swopmeet asking about the date and did I know what day it was? The answer is 'Yes I did know', but we do not have any say over when an organiser chooses to hold a swopmeet. We can only hope that they avoid important dates.

Just seen a picture of the 1999 Ford Mondeo Super Touring car, amazing! This 'standard production' bodyshell looks like it was built by a slotracer! Talk about Class 1 cars - I'm just waiting for one to become available in my local Ford dealership.

The new format newsletter has been criticised and I have been accused of running a trade journal. Well all I can say is that apart from the one comment to the contrary all the others have been very complementary on the changes. As to running a trade journal, well if it was not for three members it certainly would be. There are over 1200 members in the NSCC so lets be having something from the other 1200 + members. It need not be much a half or a side of A4 does not take much filling and I know there is a story in everyone of us.

There has been a suggestion for a BSCRA v's NSCC race meeting one event on a BSCRA track and one on a Scalextric track. We have a BSCRA venue so can I have a nomination for a Scalextric track with costs and available dates please? We are looking towards the back end of the year, say August, September, October.

*Alan.*

# TOYFAIR 1999

## LOTS OF PROMISES, AND RE-PAINTS INTERESTING NEW RELEASES BUT A BIT THIN ON DELIVERY TIMES

THIS YEARS CARS SEEM TO BE THE  
FORD FOCUS WRC, SEAT CORDOBA WRC,  
PEUGEOT 206 WRC AND AUDI R8  
WITH PRICES RISING STEADILY

My annual migration southwards to London at the end of January seems to come round quicker every year and this year found me even less prepared than usual, so much so that I left my ticket at home!!

That slight problem overcome it was off into the show. I find that it is always difficult to judge exactly how big the show is and if there is a general swing one way or the other. It certainly seemed as big as ever and my feet would agree with that!

Without Hornby Hobbies in attendance there were just three main stands to visit this year, although I did spend some time looking at the marvellous die-cast cars and wondering how they manage to get such a diverse range to market so quickly. There are one or two 1:32 die-cast models that would bear consideration for conversion, but alas there still seems to be a general lack of interest in 1:32 plastic kits by manufacturers, and the sales staff on some of the distributors stands leaves a lot to be desired!!

My first stop was to the Riko International stand to make an appointment to see the Marketing Manager (something I should have done before I left home) and then onto the Gaugemaster stand to see what offerings they had for me. The main attraction on the stand (for me!) was an enormous display cabinet full of SCX cars, but alas there did not seem to be many new ones.

On the infield of the display track there were lots of pictures of the 1999 cars but only one new prototype car, the Seat Cordoba WRC. This will be available in two versions 60220 'Repsol' and 60230 'Montecarlo 99', although in truth from the pictures it seems as if only the door plates and drivers names are different. The Ford Focus WRC is in 'Montecarlo 99' livery (60620) and 'Valvoline' livery (60270) while the Peugeot 206 WRC (great year for rally fans!) is in 60240 'Esso' and 60250 'Silver' livery.

The Mégane will be produced in a different version, 60380 'Safari', a plain car in the standard Renault yellow/blue livery with a outside 'air intake' going along the bonnet, up the A post and onto the roof. The Lancer will be available as the Tommi Makinen 1998 WRC car, 60330 'World Champion 98', and to complete the rally line up there is 60340 Toyota Corolla 'Tein Sport'. I must say that of all the cars I find this one the most visually attractive.

What else is new? Well, not a lot. The Ferrari 333SP is now in yellow with silver wheels (60320 'Plastic Zeta') which to me looks the least plasticity of them all and definitely worth considering for the collection. A repaint of the Chevrolet Monte Carlo NASCAR in yellow (60300 '55 MPH'), but I am much more tempted by the 'Dupont' car, a 'new' F40 (60350 'Bowles') which may find its way into some collections. The 1999 'Vintage' model is 60280 Ferrari GT330 supposedly only to be issued in a run of 3 000 units.

Well, that is not quite all of the story, also promised are 60310 Toyota Gt-One and 60360 Audi R8 'Le Mans', the catalogue pictures look stunning, as they should, but as the real cars will be SRS2 cars I will have to reserve judgement on the real thing just in case they are not like the Jaguar and Mazda but more like the Volvo and Peugeot off-roaders.

The real bad news is that there are no delivery dates for any of them!!

Fly - apart from another red Ferrari 512S (C21Coupe red Works Car), nothing at all! New models promised are A26 blue/yellow Marcos 600 LM 99 Fly, FIVE more 911 GT1 EVO's (A51

Sebring '97, A52 Daytona '98 Rohr, A53 Daytona '98 STP, A54 Le Mans '97 test car and A55 the LM 98 Play Station car). There are also five more 'standard' 911 GT1's (A71 Le Mans 98 1st car, A72 Le Mans 98 2nd car, A73 98 Zakspeed green, A74 Zakspeed white and A75 98 Test Car).

Two more Panoz's(?) white No. 55 (A64) and Test Car Le Mans 96 purple (A65). The E61 Panoz Special is sold out and the UK maroon Special Edition E62 is awaited. C16 Porsche 908 Martini will be joined by C31 - C35 Porsche 908 Flunder, C41 - C45 Tola T70 and C51 - C54 Porsche 917 - a great year for Porsche fans, but at £28 per car very expensive!!!

The last 4 Ferrari's are C22 coupe yellow, C23 coupe Loss, C24 coupe Plain + decals and C25 coupe Filipinetti Team.

What really caught my attention though were the cheeky little Reprotec Fiat 1000 Arbarths, they brought back many memories of races of days gone by with these little Fiats doing giant killing acts on much larger cars - Oh happy days! The one that stood out for me was the red and yellow version (RP1957), a car I must have in my stable, but at with a retail price of £29 I will be hunting around for the best discount.

Having seen all these cars, or not as the case may be, it was time to leave Gaugemaster and venture around the corner to Ninco.

Again just one new car on display the N50174 Mercedes CLK GTR blue, a lovely car but it comes with a hefty price tag of £25. Not to be outdone Ninco also have four more Porsche's on offer for 1999, two 911 GT1's (N50175 Blue Coral and N50181 Schubel) and two 356-A's (N50177 Coupe No. 10 and N50178 Coupe No. 11). These last two being in the Vintage collection are the dearest cars in the range. Two new Toyota Corolla's are promised (N50176 Rally Portugal and N50179 Galp). The all new car is N50180 Seat Cordoba WRC Repsol. No pictures or artists impressions so we will just have to wait and see which comes out first. I would expect the first car April/May time and a second version around October, but one can never tell.

New Motorsport accessories are promised as well, an independent power supply per lane, Vario 16 electronic controller, lap counter and Motorsport ball bearings, presumably new axle bearings as motor bearings could be a little difficult to fit.

One other interesting accessory is N70201 pinion press and puller. I am surprised that no other manufacturer (other than Parma) has brought one out before. Maybe the thinking goes something like "They cannot get spares so why do they need tools"!

Two new sets, Touring and F1 Racing, plus three new track packs show that Ninco is serious about catching start-up buyers. It will be interesting to see how soon Ninco and SCX introduce trackside accessories into their ranges so that they can really be a threat to Hornby with a total system.

There was a nice figure of eight track on the Riko stand this year to test the cars and accessories on, but somehow I never managed to have a go so I still have not driven a car on Ninco track! This will be rectified during the summer months however, but more of that later.

By this time it was getting late so lunch was called for before the final stop at the Monarch Lines stand. Another track to play on and this time I did have a go with the Carrera 1:32 and 1:24 cars. The cars were extremely smooth to drive and could have provided hours of fun, but duty called!

The cars on display and in use on the track were (surprise, surprise) Porsche 911 GT1's and Dodge Vipers. The Porsche's were a mixture of '97 cars and EVO cars with samples of the '98 Zakspeed cars (25412 and 25413). I particularly liked the green Zakspeed car with the striped roof and with a retail price of around £20 represents good value. Three Vipers are offered Team Orca, Chamberlain and Team Carrera. There was a prototype of the 25417 Audi R8 Le Mans which should make a good slot racer being wide, low and not very tall! With these funny shaped bodysells, sidewinders and floppy engine mounts we seem to be headed back to the late 1960's and the ECRA days - I just hope that the costs don't go the same way.

There is a vast array of 1:24 cars and at a retail price of around £29 are also good value for money. These inevitably are modelled on cars in the various German Championships but so are cars from Hornby, SCX and Ninco.

On the shelves were many display cars and I particularly liked the vintage Audi's and Auto Unions which are promised for production this year. My eyes soon strayed to the lower shelves and the Pro Slot cars and the finish on these just has to be seen to be believed, at first I thought that they were die cast models as they had such a deep gloss on them. At present there are only two models available Ferrari F1 '98 F300 No. 3 and No. 4 and Porsche 911 GT2 Finacor and Chereau. The Porsche's feature sidewinder motor, floppy engine mount and Fly like independent front axles, adhesion magnets and by all accounts go like the proverbial bat out of h\*\*l.

New models promised are the Nissan R390 GT-One, an Alfa Romeo 156 a Ferrari Daytona and, interesting one this, a Ferrari F355 Safety Car. I wonder if it will have yellow flashing lights?

Also on display were the charming SRT Apline A110 in all the different guises. At £38 these are a trifle expensive, but you do get a wonderfully detailed car and you don't have to buy them all. The Maserrati Birdcage and Porsche Spyder are a different matter though at £92 these are for serious collectors or desperate people only!

There were all the usual spares on display from Carrera, Pro Slot, Pink Kar but the ones that caught my eye were Slot.It. These were replacement motors that were guaranteed to have passed performance tests and a whole range of

replacement pinions. The clever thing about these gears is that whereas normally a change in the number of teeth means a change in diameter these all remain the same diameter so there will be no meshing problems when used with Scalextric/SCX/Ninco crownwheels (it also makes the scrutineers job a bit harder!). I will have to order some and do some tests.

I have kept the best to last, for me anyway. The GOM Slot resin bodysells. Two models were on display a Riley and Scott and a Fiat 1000 TC. The Fiat is another the will find a place in my stable. I did try to buy the display version but was politely told "No.". When I do finally get one it will look nice alongside the A35 I obtained the other day.

That was about it really, lots of exciting things promised, you will certainly need all six numbers + the bonus to buy them all but does anyone REALLY want over 30 Porsche 911 GT1's?

On our way out we discovered another 1:32 racing system in the downstairs hall - the difference was that this was slotless and radio control and the cars were (yes you've guessed) Porsche 911 GT1's!!! They were based on Cartronic shells and we had fun with them. We took the details and will be investigating them a bit more.

In conversation with various people I was asked on more than one occasion "Have Scalextric closed down, as I cannot see them here and I would like to order some cars.". Admittedly these were not major resellers, but it does show how easily orders can be lost as I know that at least two of these people ordered from Gaugemaster.



I bet you all thought you'd seen (or should that be read) the last of me. Well you haven't just a series of computer 'glitches' led to me thinking Alan had received my manuscript – unfortunately he hadn't.

Anyway, I blame it all on changing my Internet service, for those that are connected, my e-mail address is now peter.morley@pandora.be – don't hold back with your e-mails, I'm always interested to talk about Scalextric collecting and particularly enjoy responding to offers of rare & exotic Scalextric cars (white Bison Datsun would be nice...).

At least the break has given me time to hear about all the new releases that we have been promised for this year, and to hear about some predictable withdrawals.

Hornby are bringing in large changes – all the train production has been shipped off to China while Scalextric remains in England. Personally, I find it hard to imagine that production is so labour intensive that a few pounds an hour makes any difference to your retail price – how many hours does it take to produce a train? If it took a whole hour the wages bill would still be (well) under a fiver on an item that is retailing at well over ten times that amount. But then English business principles never made much sense to me (cut the wages, output, quality & investment and what do you have: a short term profit for the people at the top, and no future).

Other Hornby news was even more predictable: Pro-Tech cars being ditched, could that possibly be due to poor sales!! What was more worrying is that the design team were apparently surprised to see an original 'Iso-Fulcrum' car, apparently they did not realise that their ultra modern design was around 30 years

ago!

And Football fans don't buy slot cars – I could have told them that, in fact I did (assuming they read this rubbish!), I wonder if they will ever complete the range or Premier League (sorry Premier Edition – did you get your early labelled Chelsea car?!)

I hear that they are increasing the number of direct sales – through such outlets as Racer magazine (if you aren't a subscriber you really should be), or special items (sets) for Toys R'Us, Argos etc. In fact some of these places already have special items – check out the blue Vectras that have been in Toys R'Us for 6 months or so now.....

I know direct sales will help keep out the cut price merchants (and up the margin) but the shops won't be too happy...

What is strange is that Hornby have decided not to tell the NSCC about any of these special cars – in theory most members of the NSCCb should want all of these special cars, but of course it is no longer the Scalextric Collectors Club (possibly not been so for a long time). It seems surprising that they missed out on the instant sales – I'm sure the retailers would be quite happy to have all the extra collectors sales, after all how many non-collectors care what colour or number car is in the set. If they are going to make unusual cars, then surely it would be a good idea to tell the buyers of such cars about them!!

The NSCC has responded to the divorce in great style, the magazine now has colour covers – covered in trade adverts. Personally I find the magazine looks more like a trade journal than a club newsletter. Hopefully any colour centre sections will feature items of interest to those outside the retail trade. I hope that the members who said they would not mind paying

an increased subscription fee, to cover the costs of colour in the newsletter, are happy subsidising the distributors adverts!

*(The subscription costs have not gone up. Ed)*

That must be enough whinging – this must be about as interesting as Mansell reporting on his latest incident (journalist friends have told me some hilarious stories about their efforts to avoid Nige... read Eoin Young's book...).

In fact Hornby nearly got something right – the colour scheme on the Subaru is pretty close to this years car. Will they go the whole hog and copy this years non 555 livery? The Spanish advert for the Subaru is amazing. They have parked it in a puddle and sprayed it with water, it almost looks like a real car – what is strange though is how Scalextric in Spain isn't called Scalextric, it is Superslot and what they call Scalextric we call SCX or Technitoys or cr#\$....

It seems like every manufacturer intends producing 50 new cars this year, lets hope they don't all produce the same car again – I think we have enough Ferrari F1 cars lads, and I just read a Spanish review of 5 different Toyota Corolla rally cars – all of which are photographed on top of Carols Sainz's real car, oddly enough the most accurate ones are the resin cars which unfortunately don't have the sharp detail of the moulded cars.

There is a new car to match the Corolla – the Ford Crocus. Unfortunately, as with the Sierra, I guess this is the first step to convincing everyone to buy ugly road cars. Still I would

like to know where I can get one with 4 wheel drive and a 2 litre turbo engine, Ford can't sell me one – but they rally it!! Anyone answering that, might also like to explain why fitting a larger water pump doesn't affect the performance – excuse me lads but you are saying the water pump from the top of the range 130 HP car, isn't up to cooling a 300 HP engine. Sounds to me like if Ford de-tuned the engine they wouldn't have a cooling problem with the legal water pump (but that would affect the power... & performance).

Still Ford are the outfit whose touring car uses a Mazda engine turned so far on its side that the drive shaft comes out the middle of the cylinder head – does anyone really believe that a Touring car has anything to do with their road car? And what is so interesting about 'races' that look like the inner lane of the M25 – and are slower than Formula Ford (even the DTM cars weren't as quick as F3). Bring back F1 I say (and not Bernie & Max's P.C. procession).

I suppose I should finish with some slot car stuff – and a recommendation that you base your holiday plans around America. Apparently the new Nascars (including the Mickey D's car) are already out – in England, as well as America, thanks to some enterprising dealers! Apart from them, there will be some odd TVRs and who knows what else – well someone did suggest that a trip a bit further South might prove fruitful.....

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## **PHOENIX SCALEXTRIC CLUB**

### **FORTHCOMING EVENTS**

As part of the National PROTEC series of races being held by Hornby this year,, Phoenix are proud to announce that the Midlands area round will take place at our clubroom on Sunday May 9th from 10.00 am.

Phoenix are also holding an "open meeting" the following week — Sunday May 16 for people wishing to race the following classes of car:

Class 1 - Formula 1; Class 2 - Sports/GT;

Class 3 - Historic

After a long time with virtually nothing but BTCC race sto attend we have decided to take the initiative and stage a race meeting with a slightly different format to the "run of the mill" events that are usually held, in an attempt to tempt back all those familiar faces we used to race with not so long ago, and therefore hopefully encourage other clubs to stage their own open meetings in the future. Organisers often go to a lot of time and trouble to organise such events and it is therefore a BIG disappointment when not enough people attend to make all that hard work seem worth it.

Let's all make a new year resolution to visit at least one open meeting this year.

# Members letters



Topsejlet 58  
3070 Snekkersten  
Denmark

Hello Alan,

A few odd things I stumbled onto without finding answers in the SCX book.

C68 Aston Martin, blue, Made in UK: does that mean that there is a yellow 'Made in UK' as well? What about C69 Ferrari is that also made in more than blue and red with 'Made in UK' underpan? C8 Ferrari F1 V8 - why is there no mention about the different versions chrome yellow exhaust detail? Also it is found with both Panther and Matra type bonnet stripes. All cars supposed to be Type , not the later type with small wheels!

C64 Bentley, green, also has more than one type. The first had a dark grey almost black tonneau cover the same as the black one, the later cars had a very light grey almost see-through mouse grey type of colour on the tonneau. C65 Alfa. When did the factory loose the mould for the driver? If you look at page 13 in Catalogue 12 it looks like the driver is the later type with the odd shaped head without the scarf. There are also more than two C50 JPS Lotus'. A number 8 with Johnson motor is also in existence, and you cannot match the body top with number 8 on it with the later Johnson type underpan, due to a change in the mould from the factory. A friend of mine has already tried this just to be sure.

Then there is the question about fungus on the old cars we find. Sometimes they are all white and you can clean and polish them, but it always comes back after a while. A fellow collector put some bodysHELLS in the freezer for a couple of weeks to kill whatever it is that grows on them (minus 18 degrees Celsius) but it still comes back. Anyone with an idea?

Hope to hear fro you all out there.

Bye for now,

*Jens Chr. Lillelund*

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Am Donnersgraben 6  
35606 Solms  
GERMANY

Dear Alan,

I would like to take this opportunity to thank the NSCC for the anniversary Jaguar XJ220; It appears that I joined just in time last year!

Congratulations to all concerned with the 200th magazine; I particularly enjoyed the colour spread as well as the reports about people's home circuits.

On the subject of circuits, I personally collect cars to race, therefore my home circuit is as important as the cars themselves. Would it be possible to encourage people to write more reports about their

circuits, especially how they are constructed, the materials used, etc.?

The construction of my circuit board is based on the board mentioned in the Scalextric track book. However, this type of board is only suitable for table-top use, not for free-standing boards like mine.

My own board is 5200mm x 2000mm, weighs over 100kg and hangs from my garage roof on pulleys. It has taken me a year just to get the whole thing working satisfactorily. I'm sure that if I'd had more information at the outset I would have built it very differently, and much more quickly.

Please keep up the good work!

Regards

*Tim Cutts*

*Dear Tim, There is a standing plea for articles from members but it seems to fall on deaf ears. Maybe you would like to pen an article on your track to start the ball rolling again?*

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One Ock Meadow  
Stanford in the Vale  
Faringdon  
Oxon  
5N7 8LN

Dear Alan,

I have been taken to task by my friend Steve De Havilland following my letter in Vol. 19 regarding the first NSCC limited editions, his memory is obviously much better than mine, I blame now reaching 60 years of age.

It is of course important to get the record correct. Steve arranged for the Red/Yellow/Green Bugatti replicas to be done as a personal private venture in 1982/3- early 1984 as a result of this the NSCC committee (myself as liason officer and Mike Pack) decided to ask Hornby to produce a pale blue Escort (with NSCC logos) as a special limited edition for members - the main idea that members should get these at cost rather than pay a dealers profit and also members have a say in what cars to produce. Steve had also asked Hornby to produce the vintage Alfa Romeo in red but as a gesture to the NSCC Steve then agreed that no personal profit would be made and the Alfa Romeo was produced as a NSCC edition.

However only 85 NSCC orders were obtained and as Hornby insisted on producing 125 Steve took on the remaining 40 and sold them personally Finally on behalf of the NSCC committee a grey Datsun with black bumpers was produced - initially only some 180 cars were made out of 350 ordered as the original mould tool became unworkable, I remember spending hours putting all the bumpers etc on on putting them in boxes, etc. and posting them. Obviously a large number of members were disappointed and we managed to get another batch produced in 1985 but these only had chrome bumpers/headlamps - I gave the remaining 170 to Steve and he had the task of completing and dispatching them to members - some 25 I believe eventually were superfluous and Steve himself sold these later after the original orders had been fulfilled. Hornby by then had tired of doing limited editions and it was many years before they were again persuaded to do specials.

*Roger Gillham*

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# MY HOME CIRCUIT

BY MEL TURBUTT

I started building this circuit in 1994 as a place to display and use the Scalextric cars and accessories that I have collected since receiving my first set in 1964. The layout is housed in my loft, which is approximately 15'6" x 12'. The Scalextric Plexytrack is mounted on chipboard over a framework of 2 x 1 with 2 x 2 legs.

As I live in Oakwood Road, the circuit is named Oakwood Park and many of the corners are named after my favourite drivers. Perhaps the best way to describe the track is to take you around a lap. We start on the pits straight and almost immediately are faced with the right handed Collins Corner (named after the former Ferrari driver Peter Collins who lived just down the road in Kidderminster). A short (and bumpy) straight leads under the Dunlop overpass, between the grandstands and the pit exit and into another right hander known as Pryce Bend. This is named after the great Welsh driver who was tragically killed in the 1977 South African GP. Good exit speed from this corner is crucial as it leads onto the longest straight on the circuit around the back of the paddock. Soon we are hurtling into the Castrol Chicane. This series of bends goes right and then sharp left before a quick squirt of power takes us up the hill and around Berger Bend (named after the great Austrian, not an advert for the refreshment kiosk). Berger Bend opens out on its exit and leads into a flat-out left kink before the Grande Bridge. Our Car goes light as we crest the bridge and dive downhill into the daunting Villeneuve Bend (named after Jacques' father, Gilles). This section of the track is meant to resemble a street circuit and as we slide around the right hander we are immediately faced with a left-hand bend around a roundabout. This leads into the Alesi Chicane, a very tight right hander.

Now we are heading out into the country, a left kink leading onto a short straight with a humpback bridge where our car becomes momentarily airborne. To our left is a small lake, but our attention is drawn to the shear rock face which we are approaching at a rapid rate of knots! This rock face marks the outside of The Cutting. A right-hand corner that would give the Formula One Safety Commission nightmares. It is inspired by the Australian Mount Panorama circuit at Bathurst. Having left our stomachs behind, we now have to negotiate the left-handed Munari Bend (after the Italian driver who was equally at home in a sports prototype Ferrari or a Lancia Stratos rally car). This long hairpin leads uphill to a dramatic crest with only the tops of the fir trees visible against the skyline on its outside. Needless to say this part of the circuit is inspired by the old "proper" Nurburgring. Our underwear is under threat again as we dive downhill, left, right and left again through the Stuck Bends. I'm sure a 1:32 Hans Joachim would love a circuit like this!

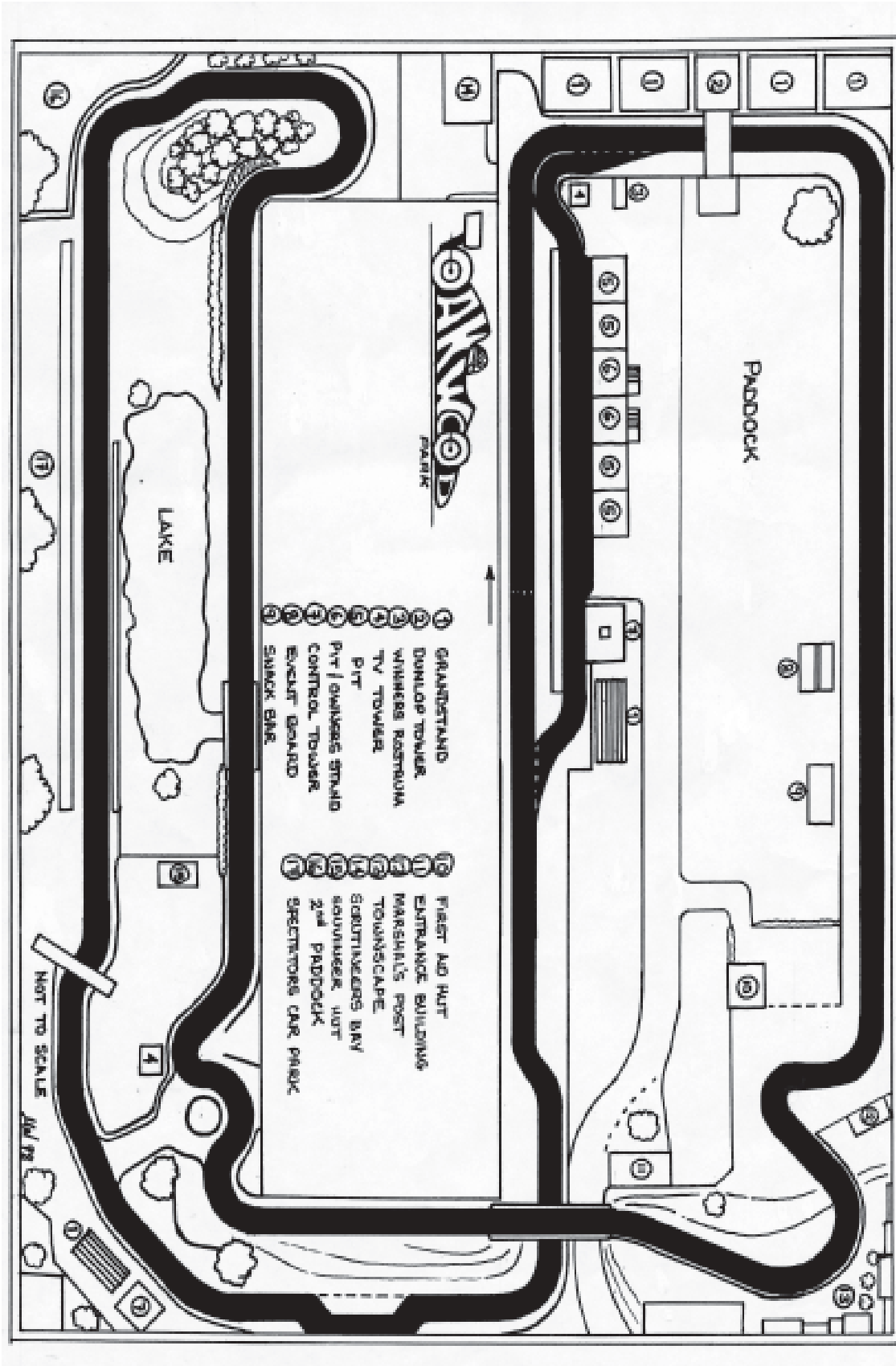
There is just time to take a deep breath as we speed past the other side of the lake along a short straight. We are entering the Dunlop Esses a fast right, left flick which is strictly single file in a race. Overhead is the footbridge from which the corner gets its name. Now its time to hold very tight again as we enter the fearsomely fast, left handed Peterson Bend. Every time I drive my JPS Lotus 72 around here I can see Ronnie drifting around Woodcote on full opposite lock during the 1973 British GP. Barely have we left the corner than its hard on the brakes again for the Goodwood Chicane. Right, left, left again, then right and we are accelerating through the fast left Bridge Turn. This leads us back under the Grande Bridge and into the paddock Esses. With the finish line in sight, it's all too easy to put the power down too early and end up sideways through the final right hander, but we take it easy as we've decided to head for the pits. A quick flick right past the waiting emergency vehicles and we are into the pit road. To our right another car is being prepared for it's next lap. We pull-in in front of it to be welcomed by our pit crew, smiling at the white faces that peer out of our helmets.

It will probably have taken a few minutes for you to read this, but in reality it takes only about 12 seconds for a modern Scalextric F1 car with Magnatraction to complete a lap. The scenery around the track is mostly completed now, only detailing remains to be done. Some of the details have already

been mentioned, but the layout also includes a fully equipped paddock complete with transporters, a medical centre and victory rostrum, a scrutineers bay and a display of 1/43 diecast cars in a second paddock area with a spectator's car park. A selection of Corgi and 0 gauge model railway people add life to this area. Placing them in the background adds depth and disguises the fact that they are out of scale.

The pit road has two lanes, changeover tracks being used to represent cars pulling into their appropriate pits. The pit lane entrance and exit have been made by butchering the standard Scalextric

pit "lay-by" track sections. Perhaps this might justify a future article, together with a description of the hillclimb/rally stage layout, which I have recently built inside the racing circuit. In the meantime, if any NSCC members are ever in the Bewdley area, give me a ring and arrange a visit to see Oakwood Park and maybe try a lap or two.



# FORD XR3i – GO FASTER DAGENHAM DUSTBIN

## OR A FUTURE COLLECTORS CLASSIC ???

BY PHIL ETGART

From the perspective of 1999 the MkIII Escort in its XR3i guise doesn't yet have the mystique of earlier sporting Fords. But in the way an Escort RS Turbo will relate to a Lotus Cortina then I guess in time XR3i will become the equivalent of the 1600E, and whilst it is no MkI Escort Mexico, how collectable were MkI's in 1982!!

Coincidentally it was around the 15th anniversary of the introduction of the Escort (ignoring the estate car version of the late 1950's 100E which uses that name) that the MkIII appeared. Whereas the MkII had essentially been an update of the MkI, the MkIII was significantly different. In keeping with what became standard practice for 1980's small/medium family cars it adopted the Austin Maxi principle, transverse engine, front wheel drive, hatchback.

Having missed the MkII (mores the pity!) Hornby were quick off the mark launching their Scalextric MkIII XR3i in 1983. The first models to be introduced, as shown in catalogue No. 24 were;

### **C307 Red 'Shell', C308 Silver 'Texaco'.**

These two models were a pleasing start to the range. The C308 in particular being an attractive sprayed silver with red 'Texaco' livery.

These models were only available as separate boxed items, and are no longer as easy to obtain as you might imagine. Mint boxed examples of these have not yet achieved prices that reflect their rarity. Buy now or regret it later!!!

In 1984 catalogue 25, these models were



replaced by two more in the same colours, but entirely different liveries.

### **C341 Red, C342 Silver**

These two cars were the first XR3i's to be fitted with working lights and whilst in identical colours to the first two, the liveries were not as attractive. The red car had broad yellow and orange stripes running across its bonnet. Whilst the silver had blue tampo printing.

These cars were primarily available in set C676 'Night Stages' which seemed to be available for ever. Although the initial catalogue



run was only 1984 to 1986, I distinctly remember this set on trade order forms into the early 1990's! The two cars were available briefly during 1986 (catalogue 27) as separate boxed items. Whilst they were readily available as loose items, they are becoming hard to obtain as boxed items. These cars also exist as unlighted cars in set C676 Ford XR3i and only available during 1984. 1986 saw the release of

two more XR3i's which were introduced as UK versions of their Australian counterparts issued the previous year.

### **C375 Green 'Palmer Tube Mills', C376 White 'Mobil'**

These two cars had initially been issued in an Australian 'Bathurst' set in 1985. The UK versions were based on the same liveries, but instead of colour coded trim parts (grille & front bumper/rear bumper/spoiler & mirrors), these came with the Black trim parts that were standard on the UK range of XR3i's of that time. The Palmer Tube Mills car was a very attractive bright green, whilst the Mobil was white with a predominately dark blue tampo print.

Whilst only available as a separate boxed items, and only for a relatively short period (the Palmer Tube Mills two years, shown in catalogues 27 & 28, and the Mobil from 1986–89, catalogues 27 to 30).

These cars must have been produced in reasonable quantities as they were readily available in shops for many years. Boxed versions can take a little effort to obtain.

The following year Hornby introduced two more XR3i's, increasing the then available range to six. Clearly Margate had grasped the concept of maximising return on investment in tooling, through re-liveries!!

### **C389 White 'Ilford Photos', C390 Black 'Bosch'**

For my money probably the two best looking XR3i's. Only available as separate boxed items (still in the header card type box), and not in



the range for long (C389 'Ilford Photos' was only shown in catalogue 28 & 29 (1987/8). Whilst the C390 'Bosch' version only appeared

for one year, 1987).

The 'Ilford Photos' car was a livery that the well known celebrity 'Mike Smith' campaigned (I'm not sure how well!). Due to their particularly attractive liveries, both these cars are now sought after, and mint boxed examples are hard to find. Unboxed examples of the Ilford Photos car often turn up with plain white front bumper/grille, when in fact they should have 'Ilford' tampo printed on the grille. The Ilford car was the first UK XR3i to be fitted with colour (white) trim parts rather than the standard Black.

Hot on the heels of these two in 1988 (catalogue 29), Hornby introduced two more liveries which its logical to assume replaced the C390 & C375 which disappeared from the catalogue in 1988.

### **C394 Yellow 'Shell', C395 Powder Blue 'Skytravel'**

Both of these cars only appeared in catalogues for a year, and whilst my research was unable to identify it, I am certain that they appeared as set cars for a number of years. Fairly basic liveries (the 'Skytravel' is a nice looking car) and fairly readily available. But the C394 Shell livery is a landmark of sorts, as it was the first XR3i to appear in two versions. The commonly available version has a red triangular Shell logo on the front of the roof. Whilst the rarer earlier version has a plain/untampo'd front half of its roof.

1988 saw the introduction of another XR3i livery:

### **C433 White 'Pirelli'**

A reasonable good looking car, white with red & yellow 'Pirelli' livery. Although it was only shown in the catalogue for two years 1998/9, it was available for a lot longer, and therefore its probably reasonable to assume it was not a huge seller. It is now becoming harder to find as a boxed item.

From this point the XR3i liveries became less interesting, but none the less they continued to appear year by year.

### **C460 Blue 'STP'**

Introduced in catalogue 31 (1990) in common with the 'Skytravel' version, this car had a large

'STP' logo on the roof but was a much darker blue than the 'Skytravel' car. This car had the distinction of being the last XR3i available remaining in catalogue until 1993 (Catalogue 34) by which time the current Escort Cosworth had been introduced. Consequently it is still easy to find mint boxed. There is a variation on this car in that it exists with either red or yellow wheels.

1991 saw the introduction of another XR3i but with a slight difference.

#### **C126 Yellow 'Bardahl'**

At this point Hornby realised there was a market for cheaper and more basic models. Consequently a number of models that had already had a reasonable shelf life were revised as X-Cars. The concept was that the motor industry ran basic X-Cars for testing purposes, therefore Hornby could realistically produce scale X-Cars amongst the range. These no frill cars included the 'Bardahl' XR3i. These cars were more basic than the bulk of the range & significantly did not have working lights. The clear headlamp lenses were replaced with red molded parts (to represent blanking plates on real X-Cars) to match the red trim parts. Whilst authentically replicating the X-Cars this model looked rather ugly with 'red' headlights.

1992 saw the introduction of a new set



ips XR3i with lights



C850. An updated 'Night Stages' set, which included two new XR3i liveries.

#### **C441 'Texaco' & C446 yellow 'Supasnaps'**

As the set name suggests these cars heralded the return of lights to XR3i's. the set was only available for a year, and whilst still reasonably easy to find at present, these cars will probably become harder to obtain as the years go by.

In addition to the UK range detailed above a number of other XR3i's have been produced over the years. The rarest of which without a doubt is the limited edition produced for the NSCC.

#### **C307 NSCC Limited Edition**

Produced for the club in 1984, this is the shortest production run of any NSCC limited edition and consequently very very difficult to obtain (I am only aware of 4/5 changing hands in the last five years). The car was produced in a limited edition of only 80 (less than two thirds of the production of the red Vintage Alfa and less than a quarter of the quantity of NSCC grey Datsuns produced).

The car itself is light blue (a different shade to the 'Skytravel' XR3i) and comes with red NSCC logo decals. Genuine items normally come in the white polystyrene box inner with the transfer sheet and a note from Steve DeHavilland telling you where to put the transfers!! In relation to its rarity, and the value of other club limited editions, this car is currently grossly undervalued. If you see one.. buy it.. it might be the only one you're ever offered!!

The next significant area of interest is the run of Australian XR3i's that appeared in the 1980's. As I mentioned earlier the first XR3i's to appear in Australia were:

#### **C375 Green 'Palmer Tube Mills' C376 white 'Mobil'**

These cars were introduced in Australia in 1985 one year ahead of their UK release. The only difference between UK and Australian versions being the trim parts(front bumper/grille/rear bumper/ boot spoiler/mirrors). Whilst the UK versions came with standard black trim parts, the Australian versions came with colour coded

parts. Whilst the 'Mobil' version with its white trim parts is easy to produce using a UK version and white trim parts from later versions. The Australian 'Palmer Tube Mills' version is not easy to find, as the lime green trim parts were unique to this car, and in Australia just as in the UK 'Little hands loose wing mirrors!'

The following year a set appeared in Australia which contained a unique XR3i livery: **C140 'Commodore Computers'**

This car came with the now legendary C341 green Rover in the Bathurst 500 set. It was basically a white body shell with a red stripe across the rear of the roof and red rear quarters (a tampo pattern later used as a basis for C433 XR3i Pirelli). The car then had a set of transfers to apply. These were on a clear plastic adhesive sheet (like Spanish decals). This attractive model is relatively difficult to find, and whilst the trim parts are red they are a brighter red than standard red UK XR3i trim parts, which is worth knowing when considering buying one! Also it is worth knowing that two versions of the decal sheet exist with different drivers names!

XR3i's were also marketed in other countries. In France for example, boxed UK versions were over labeled with French serial numbers.

Aside from this the other items you may encounter are plain un-tampo'd bodies which certainly exist in red & yellow and unsprayed bodies in grey (from the Silver cars). Occasionally what look like part tampo'd Pirelli's turn up, white body, red rear quarters & roof stripe. But these are in fact Australian Commodore XR3i's which have not got their decal sheet. Worth watching out for! In common with the Rover a number of cars that Roger Gillham obtained for the UK came without decal sheets.

So, future classic or Dagenham Dustbin. There are a substantial number of XR3i's out there to collect. Whilst some are becoming rare, with the exception of the NSCC limited edition, they are all still very affordable with a reasonable number available VG unboxed for £10 or less!

Get'em while the gettings good !!!!



## ATTENTION



## MEMBERS IN SCOTLAND

I have been threatening to do this for a number of years now (ask John White!) and now I have finally got round to it.

I think it is time that we all got together and found out who we are. I know some of the members in Scotland but not all, and from my telephone calls I know there are members who know no one.

My plan is that we all meet in some central location one Saturday afternoon in May or June (I know it is probably impossible for those on the islands) and just have a general 'meet your fellow enthusiasts' time. No swopmeet, no racing, no pressure - just come along and say hello. But no doubt some of you will want to bring along your favourite car or best find just to show me what collecting in Scotland is all about!

So if you are interested please let me know A.S.A.P. and your preferred dates and I will see what can be done. My contact details on Page 1. Look forward to meeting as many of you as possible soon.



*Alan.*

