

# NSCC

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

No. 210

September 1999

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Well, here we are again, another month gone and no more issues to go. This is a particularly poignant time as there are so many things I had planned to do during my editorship but somehow they have not all happened.

I had planned to hold the post for five years and then review the situation but it is 3 months short of that and I am having to hand over the keyboard; such is the way life has treated me of late. My work has changed dramatically over the past two months and it now seems certain that I will be spending more time in very much sunnier climes! I have located some Scalextric shops in Brazil so I hope that I have time to visit them in November and find the Senna collection. It shouldn't be hard as anything to do with Ayrton is avidly sold, especially to tourists.

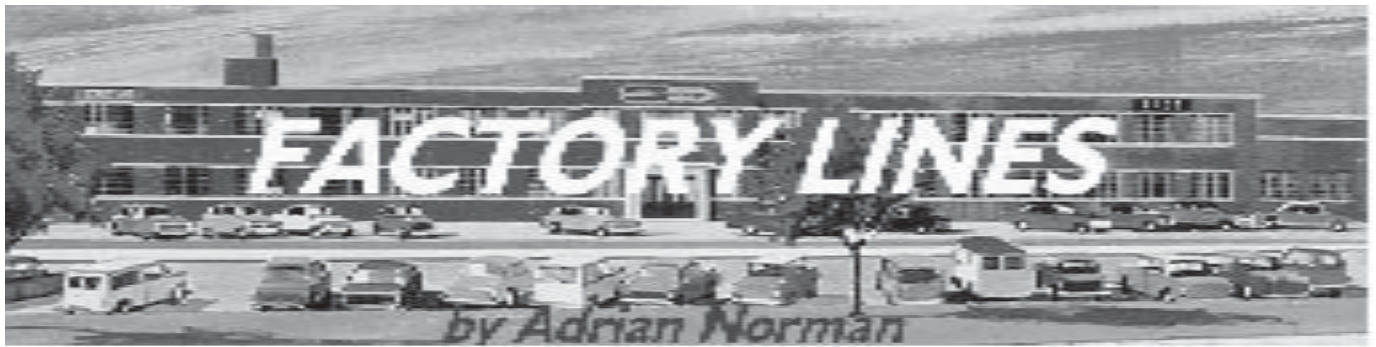
At this point I would like to say a very heartfelt "Thank you" to everyone who has contributed to the newsletter in anyway at all over the last five years. I will not mention any names as I am bound to forget someone, but you know who you are and the membership are truly grateful for your contributions these last five years in whatever form it has taken.

This issue is a bit thin as I have had stick rigidly to the deadline to enable me to finish the newsletter and then pack everything away and take it down to Brian the following weekend so that he would have a fighting chance of getting the October issue out. **The new editorial address and contact details are on page 1.**

One last observation regarding the latest batch of Collectors Specials. The C2243 Subaru Impreza NRC. The Barretts / Scalextric car is entered in the Mobil 1 British Rally Championship (as shown on the door plates), not the Mintex National Rally Championship. Just thought you would like to know.

That's it!

*Alan.*



### **New Products:**

The Ford Focus is in early pre-production. The Mercedes CLK and Caterham/Lotus 7 cars are being planned for release during the last half of September. The Caterham set will be first on the scene followed by a staggered release of further sets and solo cars.

A "40th anniversary of the Mini" Mini will be available through Beatties this Autumn.

The "40th anniversary" TVR in the Scalextric Racer magazine commemorates the 40th catalogue.

### **Catalogue:**

I was glad to be advised by the factory that there will be a 41st catalogue next year. I'm sure this will be of great relief to most enthusiasts who look forward to thumbing through each page again and again. Most of all, this is one of the few vital publications that documents the history of our favourite hobby.

### **NASCAR**

The Valvoline and Exide 1999 liveries will be released in August/September and are available in the UK to be followed by an ever increasing choice of other team liveries. How far this is likely to go depends upon the acceptance of Scalextric in the USA which so far appears to be quite promising.

### **'Scalextric Racer' cars.**

Some members of the Racer club may be wondering if the cars offered in the Racer magazine are going to be available via retail and thereby avoid the postage cost. It is the factory's intention that they are only obtainable via the Racer magazine and later via their Internet site. There is only a limited quantity available. To buy now, or to buy later? Your choice!

### **And finally,**

Hornby Hobbies Ltd. have been very active in the marketing arena this year. We have seen the Protec Challenge (Grand Final to be announced later this year), the BTCC meetings, the Toys-R-Us store show days and the now the 1999 Scalextric Championship to be held at Manchester on the 25/26th September (further information from the Hornby Helpline 01843-233525).

Earlier this year the final for last years BTCC event winners met at Brands Hatch for the showdown to see who would be lucky enough take the winning prize of a trip to see the Australian F1 Grand Prix. In May the NSCC and Hornby Hobbies held the second 'Special Weekend' event. In July the Scalextric Roadshow was at the Goodwood Hill Climb event.

There will be our usual six swopmeets plus extra swopmeets. A six or seven stage rally event is being put together by 132 Racing.

The NSCC will be presenting a showcase event at the Goodwood Revival meeting. There are probably enough events this year to interest most of us. But we shouldn't be complacent, not everyone's needs are catered for. These events reflect why we, as a club, work closely with Hornby Hobbies Ltd. The reason my job as factory liaison exists is to provide a channel for your views, suggestions and concerns. Specifically, if you have anything to say about Scalextric products or events write to me. If you feel there is something worthy of praise or has room for improvement please write to me and I will co-ordinate the information through to Hornby Hobbies Ltd.

mole@nsc.co.uk

Lots of scurrilous rumours flying around this month and some delicious stories and press cuttings as well.

First story I wish to share with you is that a Mr. Cleland was stopped travelling at 110mph on the A7 between Carlise and Hawick. This



stretch of road has a 60mph limit. This same Mr. Cleland is retiring from touring car racing this year. He obviously was not in

his 888 Vectra or else he would not have been going so fast.

On page 3 (a very emotive place in any publication!) of the July/August 'Racer' is the following gem. *The outlook is positive. Outsourcing Scalextric offers the opportunity for cost savings in production, tooling and overheads, resulting in superb quality, exemplary workmanship, attention to detail,*

*authenticity and a high level of decoration, at an affordable price to you.* This either means that superb quality, etc. etc., were not available at Margate or that Scalextric cars were not affordable to us. This latter could account for the drop in sales and profits. Mole wants to see if they become more affordable to him, i.e. cheaper, now that they are being made a few thousand miles away or will the price remain the same and it is the shareholders that will benefit from the superb quality, etc. etc..

Scalextric have released 27 new models this month (that's affordable?), but don't expect any more for a while as I suspect that these will be the last cars until China comes on-line around the New Year. Their's or ours, no one's saying.

Now that there is just a big empty shell at Margate I wonder how long it will be before the sales and distribution are also out-sourced? It could, of course, go to London, but I know of at least three people jockeying for position should it become available.

Don't forget. Send all your juicy tit bits to the usual address.

# Members letters



10 Astor Court  
Ham View  
Shirley  
Croydon  
Surrey  
CR0 7XA

Alan,

I've just finished reading this month's newsletter, in particular the article about the release by Scalextric USA of several of this year's NASCAR's.

Is the release specifically in the USA because Hornby feel the models wouldn't sell in Europe or is it a purely a licensing restriction?

You are no doubt aware that NASCAR, amongst other forms of American racing, shown extensively on Sky and Eurosport therefore these models would be recognised by potential European Hornby customers.

I for one would love to have many of the current NASCAR models in my collection.

Thanks

*Ken Elston*

*Ken, I have passed your question on to Adrian to find out for you.*

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School of Architecture and Building  
Faculty of Science and Technology  
DEAKIN UNIVERSITY  
GEELONG  
VICTORIA 3217  
AUSTRALIA

Dear Alan,

You should be justifiably proud of how you have taken the magazine on to a very classy level. Well done!!! I think a change of name is appropriate and I would vote for 'magazine'. The early, admirable efforts of, say, Rob Brittain, with the Roneo/Gestetner machine were a newsletter.

Best wishes.

*David Picken*

Debarroa 4 -1°A  
48970 Basauri  
Vizcoya  
Spain

Dear Alan,

Thank you for the best newsletter, I think it is the best magazine about slot cars. This is my first letter to the newsletter and am worried in case my English is not good enough.

I have two questions to the advertisers. Why are there advertisers that only put web addresses in their adverts? I think there are a lot of members who do have Internet access. I want to contact Westwood Models but it is impossible for me. I know that I have his telephone number, but it is very difficult for me to speak with someone in English.

The other question is, if you put an advertisement in the newsletter it is presumably because you wish to sell something. Why is it then that Brian Walters has not replied to my letters to him (one in May and the other in June) regarding his May advert. I think that if you are not interested in selling something, don't advertise it.

Please excuse my poor English, that is the reason that I have not written an article for the newsletter.

Is it possible for me to obtain the address of Westwood Models? I have enclosed a colour photograph for the colour section of the newsletter. In another letter, if I'm not afraid, I will write about my home track.

Thank you very much, Alan.

*Ignacio Caballero Muñoz,*

*Dear Ignacio,*

*I quite agree about the lack of 'proper addresses'. People often forget and get carried away with technology. With regard to your English it is far better than my Spanish, so please don't be afraid to write in with an article about your home track.*

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21 Massingham Road  
Norwich  
NR3 4BS

Dear Alan,

May I take this opportunity to wish you well after your long stint as editor, and that you will be more able to enjoy your increase spare time(!)

Yours sincerely

*Patrick D.H. Beane*



14 Oakwood Close  
Benfleet  
Essex  
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Dear Alan,

Hello, it's me again! isn't it amazing, you write to the NSCC about sending letters to the "Racer" magazine (NSCC May 1999) and BINGO the July/August issue 11 has a small column in Feedback about me.

I won't bore you all by repeating it here in my letter, but the best bit has to be "Perhaps we can look forward to opening a letter from you, one day, too?". The "Racer" editor obviously didn't read my original letter properly.

I have sent many letters to the "Racer" magazine (before you ask, yes they were printable and "constructive") but "writing letters to the Racer magazine is a waste of time and postage unless your letter etc., etc.". The Feedback editor tells me "We try to put a balanced view across . . . which revolves around the letters we receive in our postbag."

Maybe it is just me but it seems that Racer is aimed at children and perhaps next year it should be renamed 'Scalextric Racer - the official magazine for diminutive adults and bring back "Speedmaster" the mystery driver, the evil cyborg Zadoc-Bar and his dodgy looking henchman Angel and their exciting adventures at Exbric (Eperimental Technological research and Inventions Corporation). This is of course at the Chinese division circuit!

Graham Smith.



Dear Graham,

*It will be interesting to see if you get another reply in issue 12! I have also written to them this month so I will be reporting back if they reply to me. That name will never catch on, it is much too long.*



7 Bloreng Road  
Abergavenney  
Monmouthshire  
NP7 5TA

Dear Alan,

With a quiet time this month I had a chance to ponder on a few niggly things in the slot car world.

Why - do Pink Kar insist on putting those small cheap under powered motors in their cars? My Ferrari GTO lasted about three minutes on the track before burning the motor out. Then the type 59 Bugatti started smoking as I scrubbed in the tyres, plus it and the Auto Union are far too slow race and as RX motors are still available why couldn't they install Rx's in the first place and save us all a lot of trouble?

Why did my Ninco CLK have a bent axle which allowed the car to bounce about all over the track with or without the magnet fitted, and why, when I bought a new rear axle did it have exactly the same fault, especially when accelerating hard out of corners? I'm hoping that the races amongst us can suggest a replacement one that I could fit at least to allow me to race the car.

My last why relates to the first issues of FLY Ferrari 512's, the body parts of which shattered after removing the body. I've tried superglueing the bits back together with no success. I'm contemplating replacing them altogether with plastic dowel and Araldite as with static kit bodies.

I dare say the problem is news to Gaugemaster, am I right in thinking that others may have had the same problem?

Cheers

*Phil Barry.*

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Dear Alan,

Thank you for your help as editor. Enjoy your retirement, you will be missed.

Regards,

*Andy Carmichael.*

Dear Alan

I refer to the article "Fancy Racing Stateside From Your Fireside ?" from John Roche, in the January 1999 newsletter.

Being stuck out here in the Persian Gulf I'm absolutely starved of slot racing, so you can imagine how excited I got when I learnt about the proxy race, initially through an internet slot racing discussion list, organised by Bob Ward and Paul Kassens.

Two mail-in proxy races were held on Bob Ward's Daytona West four lane home track in

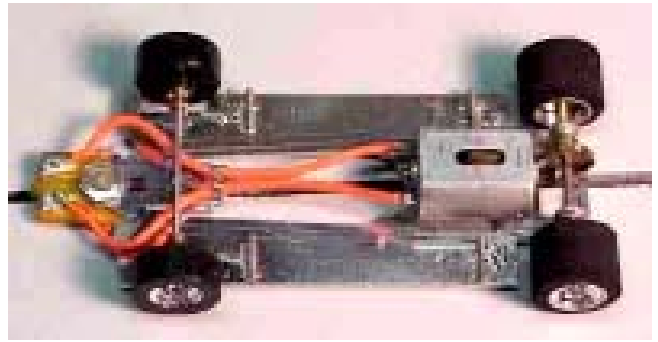


Seattle, one for 1/32nd scale NASCAR's and the other for 1/32nd scale sports prototype or Can Am cars, built between 1960 and 1976. Both classes required cars to have hard injection molded plastic or fibreglass resin bodies. The NASCAR class required chassis to be in-line, i.e. the motor had to be positioned 90 degrees



to the rear axle; whereas the sports car class permitted any configuration, but with only one chassis hinge. The virtually tamper proof Plafit Cheetah had to be used in both classes.

I had great fun building cars for the event, which reminded me of racing back in the mid-1960's. I was delighted to learn that my entries



won both races. There is full coverage of the event on the Old Weird Herald site at: <http://www.oldweirdherald.com/daytonawest/proxyrace/results.html>

I'm sure that Bob and Paul wouldn't mind you reporting on the race or using some of the photographs, which were taken by Scott Smith, in a future issue of the NSCC Newsletter.

I've attached some of Scott's pictures of my cars for your information:

Kind regards

*Russell Sheldon*

<[russell.sheldon@emirates.com](mailto:russell.sheldon@emirates.com)>



*My apologies to Russell, this has been sitting in my electronic 'in tray' for 3 months. Well done. Let's hope more members are inspired to take part in future and they send in reports on how they fared. And as if by magic the next one is announced on page 27.*



# PRODUCT REPORT: LOTUS 7 - CATERHAM

BY ADRIAN NORMAN

A Prisoner in my own castle, unknown forces controlling my life. Blooming hobbies! What could, I do? "INFORMATION" was what they wanted, they said. How could I refuse? After all, Number 2 said that Number 1 insisted. Who was Number 1? I was confused, all sixes and Sevens you might say! Seven of Nine would have to wait. Tonight, I have to see another Seven.

To the studio, Jeeves, and don't spare the tyre goop and don't stop for any large bouncing balloons. We're going on a roller-coaster ride through all the episodes of the famous '60s cult TV program, The Prisoner.

Cast of Characters:

NUMBER2:	NUMBER 2
PRISONER:	Lotus 7
2 <sup>nd</sup> PRISONER:	Caterham
Car crasher:	Billy Borrowka
Car lender:	Fred Havanukar

## Episode 1: Arrival

PRISONER: Where am I?  
NUMBER 2: In The Village (*Viking Scalextric Club*)  
PRISONER: What do you want?  
NUMBER 2: Information.  
PRISONER: Whose side are you on?  
NUMBER 2: That would be telling. We want information... information.  
PRISONER: You won't get it.  
NUMBER 2: By hook or by crook we will.  
PRISONER: Who are you?  
NUMBER 2: The new number 2.  
PRISONER: Who is Number 1?  
NUMBER 2: You are Number C2200.  
PRISONER: I AM NOT A NUMBER, I AM A FREE CAR!  
NUMBER 2: No, you are not. You are Number C2200 and you retail at a very reasonable price at all good stockists'. Now, pull yourself together!

## Episode 2: Dance of the Dead

The high power magnet works so well that you can whip round a magnatraction track at almost full speed with no tail slide. If you were racing in full size cars, at this speed you would both die of fright. The cars would career out of control like whirling dervishes. Your organs would rupture, your eyes would...no, stop, don't go there. I think everyone gets the idea.

## Episode 3: Checkmate

Road holding is excellent due to the high power magnets. On the wooden track at our club they

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### **Episode 9: A. B. and C.**

Ability, Brakes and Control. These are three of the aspects most likely to be discussed amongst racers. Only time will tell how the magnet argument pans out for Scalextric. Let's hear your views. Write in with some feed back for the 'Readers Letters' column.



### **Episode 10: Living in Harmony**

**BILLY BORROWKA:** Can I try your new Lotus 7 on the circuit?

**FRED HAVANUKA:** Of course, my good trusted friend.

For most of the time when driving with high power magnets, your over enthusiastic trigger finger is living in apparent harmony with the laws of physics, as they apply to  $E=MC^2$ . So when Billy B tried out the fantastic cornering abilities of the Lotus he borrowed from his mate, Fred, he trashed the car at the fast bend. Silly Billy B should now expect, according to the Havanuka laws of 'Pay back double', an opposite but doubly harder force to be applied to his aural lobes. Fred applies the law. The deep red glow of these fleshy appendages will be pretty similar to one of the two Lotus liveries available. One is green, the other red and both with minimal tampo printing. The Caterham set cars have a stylized 'R' on the bonnet as the main design. However, the individual boxed Caterham's are fully liveried and stunning.

### **Episode 11: It's Your Funeral**

Despite many high-speed rolls (and it will happen with magnets of this strength) I only managed to bend one headlamp stalk. When magnets of this strength are used there comes a point when your expectations of your cornering skills have to be re-aligned with reality. This is brought to your attention moments too late when the kinetic energy of the car overcomes the magnetic force at the next corner on the track. The nicely detailed driver pirouettes through the air with the greatest of ease. You should just see the driver, mudguards, suspensions components, headlamps, the '7' radiator grill, chromed exhaust pipe, roll cage, all five tyres, windscreen, (I nearly forgot the detailed instrument fascia panel and steering wheel) disappear behind a reddening in the eye. This will be the moment you remember that you are still using the car you borrowed from your mate, Fred H. Your blackening eye will now offset your still throbbing red ears. You need to hide. Fortunately, due to the colour of your ears and eyes, you will now be able to fade in to the background if you stand next to a Royal mail Pillar-Box.

### **Episode 12: Do Not Forsake Me Oh My Darling**

Every good play has a song! Uncover your ears. If you can hear this song then technology has progressed faster than we can cope with it. Or, of course, you're quite mad. The liveries of the single boxed Caterham's are excellent. O.K. so you couldn't get the entire lyrics of the song 'Do not forsake me Oh my darling' across the bonnet, but you'd get the first verse tampo printed. I imagined that such a small car wouldn't allow much decoration but as you'll see from the catalogue the 'Coldstream' livery is very attractive and looks very nice on the Scalextric car. The Caterham set cars have a fairly basic livery and the Lotus set cars are simply red and green in keeping with their origins. For those of you who visited the Scalextric Roadshow at the Festival of Speed at Goodwood, I'm sure you would agree that the cars are very attractive.

### **Episode 13: A Change of Mind**

**PRISONER:** Who are you?

NUMBER 2: I am Seven of Nine. NUMBER 2 and NUMBER 1 have been assimilated, as you will be.

NUMBER 1: Doh!

PRISONER: I believe there's a rent in the space time continuum.

NUMBER 1: (*Thinking; "OK brain, don't reveal your identity, I think we got away with it. No one knows I'm NUMBER 1. Keep your mouth closed"*)

PRISONER: You are in the wrong report, Seven of Nine, ...and you too, Homer.

NUMBER 1: Doh! .....Doh!

PRISONER: Cut. People, people, can we get back to the report?

### Episode 14: Hammer into Anvil

Step on the gas and you'll see the acceleration is huge. Because there is very little weight, the front mounted engine accelerates the car like a rocket. The engine is mounted forward of the full-length driver and is fitted with a prop-shaft to the rear axle. Due to the short length of the car the prop-shaft is very short and performed very well.

### Episode 15: The Girl Who Was Death

PRISONER: Who are you?

NUMBER 2: The new Numbe.....

*brief pause*

PRISONER: Who are you?

NUMBER 2: The even newer Number 2.

### Episode 16: Once Upon a Time

Could you imagine Hornby Hobbies releasing a car like this ten years ago? In the main they would always stay with 'middle of the road' cars that were sure to sell because they were popular, modern production or racecars. This year we have had the TVR Speed 12 and now the Lotus and Caterham cars. What's next? A VW Beetle, a Paramedics car and Marshals car may soon be available.

### Episode 17: Fall Out

No, the driver didn't fall out!

### The Sequel

PRISONER: Am I the best car, or is the Caterham better?

NUMBER 2: You are..... are.... NUMBER C2200. The Caterham is NUMBER C2231.

PRISONER: Why do you torture me, drive me round the bend, electrocute me?

NUMBER 2: That would be telling. We want information. Information...information....

PRISONER: Why do you keep avoiding my questions?

NUMBER 2: Do I?

Enter, stage left, "2<sup>nd</sup> PRISONER" (new Caterham)

2<sup>nd</sup> PRISONER: Where am I?

NUMBER 2: In The Village (*Viking Scalextric Club*)

2<sup>nd</sup> PRISONER: Who are you?

NUMBER 2: The new number 2.

2<sup>nd</sup> PRISONER: Who is Number 1?

NUMBER 2: You are Number 7.

2<sup>nd</sup> PRISONER: **I AM NOT A SEVEN!**



# SWOPMEET REVIEW

‘SLOTSWAP’ UXBRIDGE

27 JUNE 1999

This was the first in a series of new events that are intended to focus a little more on the obsolete and collectable side of our hobby. The venue was chosen for its close proximity to the M25, London Underground (and thus via the rail network, most of Europe!) and London Heathrow Airport. The intention was that the event should attract visitors from as many places as possible.

Whilst advertised through the NSCC newsletter, the event was not an NSCC licensed event as such. It was promoted through many additional channels to ensure that it reached those interested in Scalextric that have not yet discovered/joined the NSCC.

The venue was the Middlesex Suite at the Civic Centre in Uxbridge High Street. Uxbridge itself is just off the M-25/M-40 junction approximately 4 miles from Heathrow. So the event filled the gap for a West London slotcar swapmeet that has existed for so many years.

As mentioned earlier, the event was intended to focus upon the obsolete and collecting side of the hobby, so in addition to stallholders being discouraged from bringing too much new product, there were other attractions on the day.

Founder NSCC member David Wells was good enough to bring along a large display from his collection. This comprised of four display cabinets filled with ultra rare Scalextric items, from a comprehensive display of Tinplate cars to not one, but two original Bugatti Type 59's (The Holy Grail of Scalextric collecting!).

Former NSCC Newsletter Editor, Malcolm Parker, brought along a small cross section of his burgeoning Victory Models collection, including a tasty selection from their ‘VIP’ slotcar range. This included an example of the garage, one of the now ultra rare range of three wooden buildings they produced at the dawn of



the 1960's. Malcolm is in the process of trying to complete his collection and produce a book on the subject. Therefore if you have any items that may be of interest to him please contact him through this articles author.

In addition to the displays, there was a member's table upon which visitors could leave up to three items that they wished to offer for sale. Whilst take up on this table was not huge, those that did bring items along did sell some of them providing them with the opportunity to re-invest the proceeds in something for their own collection!

The racing side of the hobby was also represented well by Ken Webb of both the Ruislip and Eastcote clubs, who ran a table offering information upon how to contact your local racing club and tips on ‘Race Tuning’ cars.

The event was commemorated through the production of Limited Edition cars. MG Maestro's were available in two colours, Green or Yellow. There were only 42 of each produced, each in a sequentially numbered box and with the ‘Slotswap’ logo and date of the event Tampo printed on the bonnet. It is also known that a small number of approval models exist in Black and White. Something to keep an eye out for!

Those who fancied their luck in the raffle had the opportunity to win one of the limited edition white ‘Slotswap’ MG Maestro's. This went to Kevin Thompson of Brentwood. The second and third prizes of Spanish Club Limited Edition SRS2 Jaguar XJR 9 in Black and the previous years Spanish club limited Edition



Bugatti EB210 in blue were equally well received by their lucky recipients.

The event itself consisted of around fifty specialist tables dedicated to all things slotcar. The range of models on display represented just about every European and U.S. manufacturer over the last 40 years, although it is fair to say that the amount of Scalextric items on offer far exceeded everything else combined!

Amongst the highlights were the ultra rare mail order only set 'U-31' which was produced in the late 1960's and included a Triumph TR4a and a Sunbeam Tiger. The seldom seen Red Lotus Indy also surfaced and a replica of the unique Blue/Red nose Auto Union pictured in Roger Gilham's 'Scalextric Enthusiasts Guide' was on offer. This car was recently manufactured in incredibly small numbers in Spain and whilst not technically a genuine Triang Scalextric item, it represented the only opportunity that we would probably ever have to own a replica of this rare item (Only one genuine example is known to exist).

There was also a small selection of the desirable 'Mexican' produced cars. Those sold on the day included a dark green Porsche 917k and a Silver C-43 McLaren (Both colours unique to the Mexican market), a gorgeous Dark Red Ferrari B-3 and a Lemon Yellow Ford GT40. The International flavour of the event was endorsed through stallholders in attendance from Spain, The Netherlands and South Africa and additionally visitors from France and Belgium.

With the possible exception of an original Type 59 Bugatti, most things were available if you looked hard enough and moved fast enough! This even included a pair of cars from the James Bond Set, a Green Electra, an Auto Union or two and even a smattering of 'Super 124' cars. Possibly the fastest moving items of the day were Two (Count'em!) 1960's Revell Sunbeam Tigers, both in excellent condition and with their original boxes! Whilst good quality 1960's Scalextric items are in increasingly short supply, it was encouraging that stallholders had really made an effort and dug out lots of super items. This was endorsed by both visitors and trade

buyers who commented on the quantity and quality of obsolete items on offer.

Whilst scheduled to close at 2.30 p.m., buyers were still negotiating purchases well after 4 p.m. From an organisers point of view the most pleasing thing was that the attendance at this event was at least 50% non-NSCC members, thus introducing a whole new group of people to the world of specialist slotcar events. This can only be viewed as positive, as new collectors are the lifeblood of our hobby.

It is intended that these events should retain and develop their focus upon the obsolete and collectible side of the hobby and thus compliment those events already run under the NSCC banner.

The next 'Slotswap' event will be in Milton Keynes on Sunday 5<sup>th</sup> December 1999. Watch this space for more information!



*With all the excitement of getting an e-mail from Phil (The pen, or should that now be, Keyboard?) Etgart last month, I completely forgot to include the above picture to go with his report on the Liphook swopmeet. So enjoy it now.*

# SEAT CORDOBAS BACK-TO-BACK

REPORT BY ALAN SLADE

The first thing that strikes you when looking at the Ninco and SCX versions of this car is how different they are, even though they have the same registration number. The decorations are different suggesting that they are modelled on the same car but at different times during the course of the season, a fact borne out by the different rally plates.

But does this really account for the very different cars? One has an almost polished



*The different rear detail on the cars.*

metal look and the other has a dullish plastic finish and one looks like an F2 car whilst the other looks rather thin and long (which I suspect is more the correct shape).

There is another intriguing detail with the SCX car, well not so much the car as the packaging. The box insert has a nice representation of a map with all the detail very clear, but why is it Scotland (not that I am complaining) and not part of the Monte Route? Answers on a postcard please.

Technical details. Dimensions in millimeters.

	Ninco	SCX
Width	60	57.5
Length	129	134

Height	44	43
F/track	59.5	57.2
R/track	59.5	57.2
Wheelbase	76.3	79.4
F/tyres	20.5x9.5	20x9.5
R/tyres	20.5x9.5	20x9.5
R/axle to guide boss	87	94.5
R/axle to magnet	63.5	10
Weight	79.7	94.6
F/axle vertical lift	3	0
R/wheel lift	5	0
Gear ratio	3:1	3:1



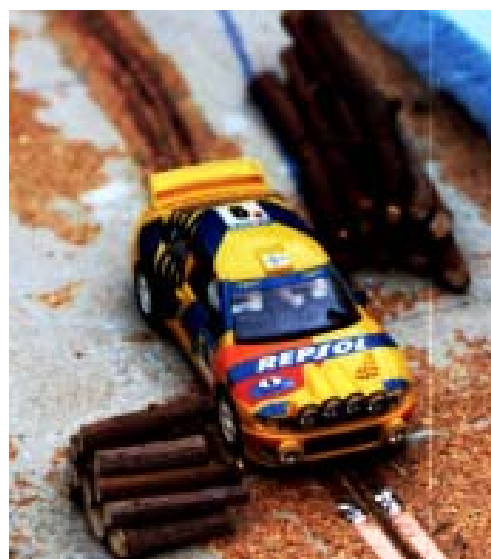
There are two other very obvious differences apparent as soon as you turn the car over. The Ninco car is rear wheel drive and is fitted with the NC-1 motor and two centrally mounted fixing screws, whilst the SCX car has permanent 4 WD using the RX-81 motor and the most obvious difference - there are FIVE fixing screws holding the whole thing together. Why I do not know. Maybe someone got carried away when they were playing with the CAD package or they have experienced problems with body distortion. Whatever the reason, it totally knackers you if you want to introduce some body rock into the car.

Another difference is that the Ninco car is equipped with 'mud / gravel' tyres as opposed to the SCX cars tarmac tyres. I have not had a chance to try the Ninco tyres on anything other than the standard Scalextric/SCX track and would be pleased to hear from anyone who has used them on a proper rally track with differing surfaces.

As can be see from the technical table the

two cars are also of differing weight, this is slightly apparent when holding them but if you try to pick them up from the track it is much more so. Why? Well the SCX can has a super strong magnet that adds another 250 gms or so of apparent weight to the car and thereby hangs a tale.

As soon as the cars are powered up two other differences come to light (no pun intended!), the SCX car has lights whereas the Ninco version doesn't and the SCX RX-81 motor revs much higher than the Ninco NC-1 giving an impression of a much more powerful motor.



*These two pictures show the difference in the way the body style has been interpreted.*

On the track this is borne out with the Ninco car being very driveable but with no sparkle in comparison to the SCX car which is all buzz and would be undriveable if it were not for the magnet.

Time to get out onto the track to see just which car is best. First out was the Ninco car and after the customary 20 minutes or so of running it was time to get down to some serious lappery. As with all Ninco cars in my experience, they handle well but will not allow you to push them too far, and the Cordoba was no exception. It took to the rises and falls and twists and turns of Knockhill well, but try just that bit harder and you are in trouble. The fact that the NC-1 does not pack a great deal of grunt means that you have to carry as much speed into

the corners as possible to maximise what little acceleration there is on the straights. A little too much speed, however, and the car hops about lifting wheels most impressively (if there happened to be a photographer about!) and a bit more and you are off into the green bits and not always the right way up. But isn't this what rallying is all about?

The SCX version, by comparison, is almost dull. Press the throttle and off it goes round the track and you only have to lift off for things like hairpin bends and nasty wiggles. It does not accelerate, it just goes at almost the same speed all the way round. A lot faster than

the Ninco car, but somewhat boring. It can be provoked by going really deep into a corner before the fractional lift then back on the power, but then if the lift is a nanosecond to short then you are well into the green stuff and beyond as the marks on the car will testify. Of course all this is academic if the track power supply is somewhat on the tardy side as the car will just sit there and not move!

This was demonstrated ably on the Callendar rally track where a good time for 5 laps is 22 seconds. Eighteen seconds in and I still had not completed half a lap! Also at Callendar on the main track I could live with the Fly cars on the straight, and to a degree round the bends as well, but there was nothing there for that extra 'punch' out of the corners. The



scratches and dents on the roof testified to how hard I was trying!

Race chart for four 'races'. Times in seconds.

	Ninco	SCX
best	5.16	4.17
ave	5.29	6.32
<b>total</b>	<b>132.25</b>	<b>158</b>
best	5.11	4.28
ave	5.31	5.06
<b>total</b>	<b>132.75</b>	<b>126.5</b>
best	5.05	4.23
ave	6.6	5.63
<b>total</b>	<b>165.05</b>	<b>140.75</b>
best	5.06	4.23
ave	5.11	4.94
<b>total</b>	<b>127.75</b>	<b>123.5</b>
G/total	557.80	548.75

Which one would I choose? Well if I was always running on smooth Plexytrack then it would have to be the SCX version. I emphasise 'smooth' as if the track is the slightest bit bumpy then the magnet will lock on to the track and there it will stay, wheels spinning wildly and going nowhere. If I wanted a car that I could drive on any surface then I would go for the Ninco car, even if it meant that I might not always win. After all wining isn't everything (honest!), enjoyment is also high on the list.

The above statement only holds true for circuit races. As of writing this my rally track is still not finished so I am unable to say which is best when used for what it was built for, and as Gaugemaster want their car back I probably will never will.



*Sorry about these pictures, but it was dark at the time! (Wot, no lights?). The Seats tackling the 'Beastly Bridge', the last corner on my rally circuit.*

## PROXY RACE II RULES & INFO ONLINE

FROM JOHN ROCHE

JOHN.ROCHE@MOTORBIKES.FREESERVE.CO.UK

Here's a chance to participate in a 1/32 scale slot car event with fellow enthusiasts from all over the world - without having to travel! The 2nd Daytona West - Fantasy World.

Old Weird Herald 1/32 Scale Mail-In Proxy Race will enable you to compare your slot car building skills and ideas with other racers you'd never get a chance to compete with otherwise - while you "leave the driving to us"!

A complete report with photos of the cars will be published online in The Old Weird Herald following the event. There will also be coverage in Slot car Enthusiast and other print publications.

Proxy Race I was a great success with many racers expressing interest in entering future races. We're expecting entries from "basement dwellers" all over the world. Here's your next chance at your 15 minutes of world fame!

This is a mail-in race for 1/32 scale cars. There are 2 classes:

Production: 1/32 scale models of cars that have raced in American production - car road racing series, 1946 to present. "Hard" bodies only.

Prototype: 1/32 scale models of sports-racing or sports-prototype cars that have competed in Group C, IMSA GTP, or WSC (USRRC, ALMS, ISRS) races 1982 to present. Current LeMans GT and prototype class cars are also allowed. Vac-formed or "hard" bodies allowed.

We're giving you more time to get your cars done this time:

Production class entries are due by Oct.15, and CanAm entries by Nov. 5.

For complete rules and information, go to <http://oldweirdherald.com/daytonawest/proxy2/> Paul Kassens, The Old Weird Herald <http://www.oldweirdherald.com> Bob Ward, Daytona West Raceway [bobward@oldweirdherald.com](mailto:bobward@oldweirdherald.com)

# PHOENIX OPEN MEETING SUNDAY MAY 16

REPORT BY GRAHAM PRITCHARD

The intention for the day's racing was to be "just like the old days", and that's exactly what we got! When I got there Dave Norton (I just about recognised him!) and Bob Bott were already practising. Then some familiar faces from London appeared on the scene too. Our plan to re-launch open meetings had worked!

In total we got 15 people to the meeting, with a good spread of home drivers and visitors, in fact the total attendance was just right for the three class format that we had planned. Lots of relaxed practice allowed the visitors to get used to the vastly different track that they faced. Some had never driven on it at all and some had vague memories of it from the BTCC races of the past.

Basically we ran a "club standard" GT class, a Formula 1 class and a "fun" class of vintage/scratch built cars. The battles on the track were just like the old days with Paul Darby racing Dave Norton, Bob Bott, Steve Carter and the like. Deja-vu of years gone by at Quorn is how I'd describe it! ( 🏎️ 🏎️ 🏎️ 🏎️ )

In the GT and F1 races, the top four racers went straight through to the final in a bid to save on time. While in the vintage, the top eight went through to semi's with the top four making the final.

The finals were run slightly differently to the norm. Every finalist raced on every lane. With the idea being to remove the benefit of having any particular lane for the final. This idea produced final results that mirrored the heats in all but one case.

After a long days racing, we were all tired but happy ! There had been no arguments, just good old fashioned racing! And we had achieved our objectives Next time we will race only one or two classes and we hope to see everyone again at Phoenix in the not too distant future.

The next event will more than likely be the Hughes Corporation's Rallye Sprint. Let's hope we get a good attendance and tempt all you racers out of your slippers and away from your fires! Till then, thank you for supporting Phoenix Scalextric Club in our attempt to re-launch the concept of open meetings in 1999.

## Results: Formula:

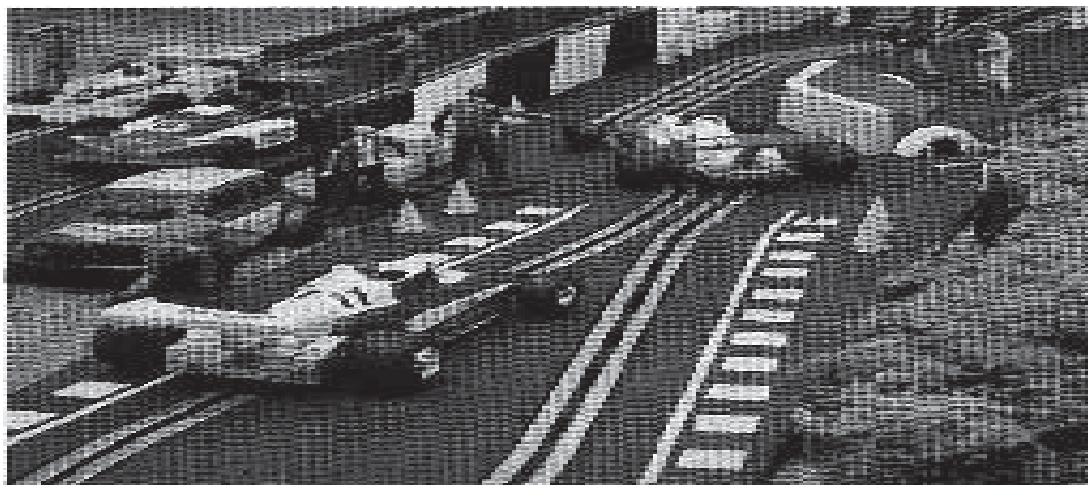
1 Alan Lees; 2 Paul Darby; 3 Dave Norton; 4 Derek Moore; 5 Graham Pritchard; 6 Mac Pinches; 7 Steve Carter; 8 Don Stanley; etc. etc.

## GT:

1 Alan Lees; 2 Paul Darby; 3 Mac Pinches; 4 Matt Tonks; 5 Graham Pritchard; 6 Dave Norton; 7 Steve Carter; 8 Don Stanley; etc. etc.

## Vintage:

1 Paul Darby; 2 Steve Carter; 3 Derek Moore; 4 Dave Norton; 5 Don Stanley; 6 Matt Tonks; 7 Alan Lees; 8 Alan Buckley; etc. etc





# A BRIEF COLLECTORS GUIDE TO THE RENAULT 5

BY PHIL ETGART

The Renault 5 first appeared on a publicity leaflet, introduced as a sister car to the simultaneously released 4057 Ford Fiesta. The printing is irritatingly small, but the printers date appears to be V80 suggesting the car was originally issued in Spain in May 1980.

The leaflet shows the 4058 Renault Five Copa in yellow with a black bonnet, and Renault decals. (confusingly it seems to have a variation on the side and screen decal to the plain all over car shown on page 34 of May 1996 Newsletter and the 'Michelin No 22' bonnet decal of the black bonneted version shown on the same page). From the variety of pictures it seems there are at least three different sets of decals (ignoring the various racing numbers 22, 38 etc) which according to my research were:

Española (Spain) in either No. 28, No. 36 or No. 38

Francesa (France) in either No. 28, No. 36 or No. 39

Blanco (White) Racing No. 22.

But this list may well not be complete.

Being issued at the same time as the Fiesta, the car unsurprisingly is illustrated with the same wheels. The initial version of the car pictured was fitted with the Spanish version of the RX (X04) motor although as many body shell kits arrived in the UK in later years cars turn up with Spanish cans and even Johnson 111/Mabuchi motors fitted!! At this point the car would have been available in the Green/White Spanish flat top box – similar in design to the first Ninco boxes.

The 1982 Spanish leaflet illustrates that the decals had now changed to more generally sponsored stickers (primarily Michelin and Repsol/Supra windscreen banner). Whilst there

is no mention of the other three colours it is reasonable to assume they were still in production. The 1982 catalogue/leaflet also shows the 4062-Renault 5 Alpine Calberson, which was only available in one livery yellow/matt black roof/red band around lower third of body including bumpers moulded in red. This car was introduced in 1982 along with its sister car, the 4061 BP Fiesta.

An additional 1982 SRS leaflet illustrates



the blue 'Gitanes' version of the Renault 5 Turbo with full body kit. At this stage SRS cars came in twin pack trays - half as wide again, but similar in design, to the UK flat tray (polystyrene base blue card window L10) each box containing two cars. In addition to the cars, the leaflet pictures the range of spares available included the now rare carded blister packed spare bodies. Each card containing two bodies, and the one illustrated contains the familiar dark blue Gitanes car and a bright yellow undecaled body for use as a road going version. At this stage SRS cars were fitted with a slightly more conventional (flat not space frame style) chassis and a hot RX (X04) motor which is easily identified by its unusual green winding.

The Spanish 1983 catalogue illustrates the same three basic versions (4058 Copa - black bonnet, 4062 - Calberson, 7004 SRS Gitanes) and in addition now contained a second version of the SRS1 car (other than the yellow body in the twin blister pack) 7003 'Tente'. The car was illustrated as in white but was actually produced in grey. This was a nice contrast to the blue

'Gitanes' version. This car may also have been introduced in 1982, but I haven't found any documentary evidence to support this yet. In 1985 the catalogue shows the SRS range having been cut by over 75% leaving only four models in the range. It is therefore reasonable to assume that the 7003 'Tente' and 7004 'Gitanes' Renault 5's disappeared from the range during 1984.

The 1985 catalogue was the last to illustrate 4058 Renault 5-Copa as part of the range, and the same picture of a black bonneted yellow car was in use. Around this time the RX (X04) motor was finally discontinued. The boxes changed to the more familiar red window version (albeit the earlier shallower version) that is similar in appearance to the SCX box used until 1997.

The last Renault 5 to remain in the Spanish range was the 4062 Calberson which was deleted from the range end of 1989.

The catalogues only illustrate one version of the 4058 Renault 5 Copa, the one with the black bonnet. However the cars also appeared plain colour all over with a different set of decals. There appear to be two principle versions of the Copa livery black bonnet or plain colour, although I am not certain all colours exists in all versions. Additionally both motor types (X04/RX4) appear to exist in both liveries – possibly not fitted by the factory. Whist it is not a definitive list I believe the Spanish Renault 5 range was probably something like this:

*4058 R-5 Copa prod 1980-1985*

White Yellow Blue Red

Plain colour

all over	x		x	x
Black bonnet	x	x		

Renault 5 Copa's in red are also known to exist with red trim (bumpers, mirrors, grille & air-intake) instead of the normal black. Some have only red bumpers. It is worth noting these are a different shade to those used on the 'Calberson' car.

**4082 R5 'Calberson'**

Produced 1980 to 1989. One livery.

T1 X04 – Driver head open faced helmet

T2 RX4 – Late Spanish drivers head

**7003 SRS R5 'Tente'**

Produced 1982/3 to 1984. Grey, first type SRS chassis & green window version of X04.

**7004 SRS R5 'Gitanes'**

Produced 1982 to 1984. One version, first type SRS chassis & green window version of X04.

**SRS R5 Body**

Exists in yellow with road going turbo decals. Possibly other colours exist produced in body kits during 1982 (?)

To confuse the issue further, the Renault 5 was amongst the range of cars produced by 'Exin-Mex' at the Mexican factory. The Renault 5 only appears in one Mexican catalogue I have and is illustrated as a set car in set 50550 'Gran Premio 055'. It contained two Renault 5's illustrated plain colour all over, no decals, but (typically for Exin-Mex) with the secondary body mouldings (in this case front/rear bumpers air-vents and mirror) moulded in a different colour (normally orange).

The second set illustrated is a figure of eight. This included a Renault 5 (plain body. Different colour secondary moulding) pictured with decals similar, but not identical, to the Spanish Michelin decal (pictured on the black bonneted car on page 34 of the May '97 news letter). Oddly enough the banner normally positioned across the top of the screen is stuck to the leading edge of the bonnet! The Mexican Renault 5's illustrated appear to be fitted with C44 Mercedes C111 Wankel wheels (another Mexican catalogue illustrates the C44 with C41 Ferrari 330GT wheels – so: maybe Exin-Mex didn't know which bit went with which car!).

The 'Mexican' Renault 5 has surfaced in a verity of colours although in common with the Mexican range as a whole no one is really sure of the definitive list of colours produced. Those known to exist are as follows: red; yellow (both of which exist with orange bumpers).

Knowing the colours Mexican cars most frequently turn up in, it possibly exists in mid-blue; orange and white. Although this is pure supposition. The Renault 5 is also known to exist in a Spanish mould test in green (fairly dark 330GT shade).

# MEDWAY 1/32ND NINCO GT1 CHALLENGE RACE REPORT

BY NOEL TAYLOR

**N**ow, have we picked everybody up? Yes, a full complement of racers and a number of pit boxes loaded in the back. We leave Southend and head towards the Dartford crossing. It is 8:30 on a warm Sunday morning and we are all heading towards Chatham for the Medway GT1 challenge.

We have had the debates on whether to run a Mercedes CLK or a McLaren, the views are split around 50/50 and I have brought both just in case. We cross the Dartford bridge and I hand over my pound coin and we are on our way. We proceed down the M2 and turn off towards Walderslade. Derek tells me this is it, the building on the right. "No, Derek you must be wrong, its a smart new building with plenty of car parking, everybody knows that all slot racing clubs are run in tatty old scout huts or church halls with no parking". Derek however insists he is correct and in we go.

What a nice building for running a club, plenty of space, nice pit area with good solid tables and chairs also available and a clean looking kitchen area. We are given a warm welcome by Alan Green who shows us where everything is, and introduces us to a couple of the Medway members. Some faces I recognise here from the recent Margate event. The hall is not that busy yet, so we find a space to set up the pits and study the track. A nice long straight with a wicked little kink at the end just before a right hand bend, and look at those nasty sharp bends on red lane. This will clearly be an interesting track where I suspect local knowledge is an advantage.

Time to get in some practice, and as I suspected this is going to be a hard track to master. After a few sessions I join the small

queue at the scrutineering table to get my yellow sticker. I still have not decided whether to use a CLK or a McLaren so I get a sticker for both just in case and also do the same for my son's two cars. Which is a bad decision as we then proceed to keeping swapping cars to decide which one to use instead of just trying to learn the track. After everybody has a good number of practice sessions Alan proceeds to explain the rules and the race procedure. Time for a cup of tea before racing starts. Another nice touch, the tea and coffee is free and served by a couple of charming ladies.

As racing starts it is easy to see who are the visitors, they all virtually stop at the kink on the straight, unlike the local boys who appear to drive straight through it. As my turn comes to race I now discover the folly of playing around choosing which car to use and not trying to learn the track, far too many accidents and a fourth place.

The race control system is impressive, lovely big red and green lights on a gantry over the start finish line a software package which is very easy to read and see the race positions without having to be on top of the monitor. I understand this is an Alan Green creation.

I decide to wander around a bit and discover Graeme Thoburn has set up shop in a side room and is doing business with both cars and spares. I next take a look at the pit-boxes. I find them fascinating as a pit box is a very individual item. Aluminium boxes seem to be in at present, especially the version with the two cantilever lids, available from B&Q at very reasonable prices.

It also seems important to have one of the divided sections crammed full of tyres. The rest of the pit boxes vary from the lunchbox style mini toolbox, which will just hold one car and a controller, to some massive plastic boxes full of drawers crammed full of cars, controllers, and spares. One of the bigger boxes even had a mini single lane test track in the lid, I am told this belonged to Peter Gilbert from the Viking club.

The other benefit of looking around is to get new tips. The one I spotted at this meeting

was the use of sticky tape to get the debris of the rear tyres. Just lay some on the table sticky side up and run the cars rear wheels backwards and forwards across the tape, all the rubbish on the tyres will then be left on the sticky tape.

How is the racing going? After the first round the Medway boys are clearly ahead, with none of the lads from Southend or Ford Dunton clubs making the cut. In round one the most popular car was the CLK with the McLaren being the second most popular, a few Porsche GT1's and the odd appearance of a Ferrari F50. The CLK did continue to dominate with 9 of the 12 semi-finalists using a CLK and the balance a McLaren.

Out of 41 entrants the top 24 from round one went onto the quarter-finals with lanes being chosen on the basis of position in round one. The top three from each quarter final then went on to the semi-finals with lane choice being based on fastest time. The racing in the semi-finals and both the A and B finals was close and well worth staying on to watch. In the end Terry Battersby from Medway proved unstoppable and had also done a nice Marlboro repaint on his CLK. The top six places were all Medway members as follows:

- 1st Terry Battersby
- 2nd Chris Gardner
- 3rd Paul Hatcher
- 4th Simon Alpin
- 5th Neil St John
- 6th Richard Green

In conclusion I would like to thank Alan Green and all the Medway members for a most enjoyable and friendly race meeting. I would also encourage any NSCC members out there who are a bit hesitant about going along to a club or an open race meeting to just go do it. There are clearly people who take their racing very seriously but there are a lot who just race for fun, and although you may not be up with the big boys there is a lot of fun to be had racing for position in the middle of the field.

The other thought I had before finishing is that of regulations. There are a lot of clubs racing largely standard class cars, but in a lot of cases each is working to a version of "standard" which include the local clubs preferred minor changes. This makes racing at other clubs more difficult as you then have modify to the local variation of "standard". It would make sense for the NSCC to concense on a set of standard rules which could be published in the collectors magazine which would give clubs a chance to adopt the NSCC standard for both their own events or open meetings.

