

# NSCC

No.220

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When I eventually retire from this job it will probably be because the computer has finally driven me round the bend! You are probably reading these words a little late this month due to the fact that the computer has been throwing every wobbly known to mankind - you name it, it has done it; illegal programme, primary disk failure, unable to write to disk C, fatal exception etc. etc.

If the average television broke down as often as computers do then “Watchdog” would have to run 24 hours a day in order to cope with the flood of complaints. Yet computers seem immune from criticism - Why? When I talk to other users about my problems they invariably say “Yes, computers do that.” I am firmly of the opinion that something costing in excess of £1000 should function properly and, if it doesn't, the retailer should be expected to provide a replacement that does. Never mind taking Microsoft to court for making excess profits - every time Windows goes wrong the relevant programmer should be stood up against the nearest wall and shot!

I am aware that the above ravings have nothing to do with slotcars but they were partly prompted by a wonderful parcel that the postman delivered recently. I had finally managed to track down the very first secretary/editor of the NSCC, Dale Tremble, and he had sent me a load of paperwork from the early days of the club. This included hand written drafts of the Newsletter which were then typewritten and photocopied for distribution to the members. Believe me, there were times this month when I was sorely tempted to revert to the same system!

You will be able to read Dale's reminiscences next month in Backtrack but, in the meantime, Tony Frewin and Malcolm Parker take us back to the early 90s when production of the newsletter moved into the computer age - I knew it would be somebody's fault!

New this month - Website reviews from James Penton and Trevor May - both new contributors. If they can do it so can you! Go on, have a go!

*Brian*



## SON OF MOLE!



A recent conversation with Son of Mole's spy in the Hornby camp has revealed confirmation of some of the rumours that have been in circulation for years! I can now exclusively reveal details of some of the projects that were abandoned before they ever reached the shelves of your local toyshop!!

The first occasionally hinted at but until now unseen item is the abandoned Scalextric Group C, Jaguar XJR14. The model got as far as mock up stage and although time has allowed the glue used to discolour its unpainted body, it is still a good looking prototype. It certainly would have been better proportioned and more finely detailed than the SCX SRS2 model that Exin produced in their dying days.

The same source also showed me finished mock ups of two Batmobile like Micro Scalextric cars that were prototypes for a 'Race and Chase' type set that was never put into production. These items got as far as finished painted mock-ups of which publicity shots were taken.

There was also confirmation of the existence of a prototype of the Lotus Carlton saloon. The mock up was apparently progressing well but, due to adverse publicity surrounding the real car at the time, it was thought that it would have been inappropriate to issue the car. Therefore, it was abandoned prior to production and who knows the prototype may still be sitting on a dusty shelf somewhere!

Another old chestnut that has circulated for years is that of a set with a lorry and a car that drives in and out of it 'Italian Job' style. It seemed for some time that this was just wishful thinking, but 'Son of Mole' recently got confirmation that the project did exist. Approximately eighteen months of development went into this set before it was abandoned. The idea was that you had a furniture delivery type truck and as it went around the track the tail gate opened. You then had to drive a car into the back of the truck before the tailgate closed again. Further round the track the tailgate

opened again and you then had to reverse the car back down the ramp of the moving truck and back onto the track. The tailgate then closed again and the next task was to wait for the appropriate special track section and overtake the truck. The whole process would then start again. The car that was used in this project was the Ford Capri as it was the only one narrow enough to fit into the truck!

There was also a project that utilised the reverse polarity technology that provided the steering in the late 1960s U-Steer cars. This time it was being utilised to develop a car that changed gear. The principle being that you had a rear axle with two different ratio crown gears on it and a pinion arrangement that allowed centrifugal force to throw the pinion gear against one or other crown gear depending on the direction the motor was running in at the time. Thus you started in low gear and when ready to change up threw a switch that reversed the polarity of the motor and threw the pinion arrangement against the higher ratio crown gear. This particular project was developed in the Parmalat Brabham F1 car as that was the only F1 car with adequate inner body clearance at the time. Again after 18 months development this project was abandoned.

'Son of Mole' was also able to put the great resin prototype mystery to bed as well. Over the years Hornby have produced mock-ups and prototypes in a number of materials including wood (in the early 1970s), plasticard and currently a polyurethane type product. Prototypes have also been made in resin. However due to the difficulties in producing good quality castings in resin in the early days of the product it was not until the early mid 1980's that Hornby produced any prototypes in resin. The first car to be produced in resin mock up form was the Sierra Cosworth. This appears to finally dispel the belief that the resin Escort Mexicos, Capris and FWD. Minis that surfaced several years ago were anything to do with the factory.

This concludes the further revelations of 'Son of Mole', but keep listening you never know what that rustling might be!



## CARS

The first of the Ford Focus WRC rally cars, C2175 Grist/McRae (No.5) and C2176 Iridium (No.1), along with the revised set livery Subaru Impreza (No.3), are beginning to appear.

The C2187 Benetton F1 Playlife car has had a very minor livery change that has probably escaped the attention of most of us. The early Benetton had the word 'Playlife' printed in red, as was the real car. The sponsors soon realized that the red lettering, despite the large size, didn't show clearly especially on a T.V. screen. It was changed to black and the problem was solved, the sponsor was happy again. This message came back to the factory and subsequent production of the Benetton Scalextric car carried the black 'Playlife' lettering.

The VW Beetle special car for Scalextric Racer members has been delayed until September to in preference of higher priority.

The Williams BMW F1 will be released later in the year along with the much-awaited Cadillac Le Mans Prototype car. There are no plans to produce a Jaguar F1 car.

## CATALOGUES

The second edition for the year 2000 is going through the proofing stage at the moment. I understand it will carry the reference 'Catalogue 41, 2nd edition'. Hopefully, I will be able to bring you a preview next month. Also going to print is a revised set leaflet.

## C NUMBERS.

C2187 Benetton F1 'Playlife': Type 1 = Red 'Playlife' lettering.

C2187 Benetton F1 'Playlife': Type 2 = Black 'Playlife' lettering.

C494 Mini Cooper, Green with white roof and white bonnet stripes

(Issued as a twinpack with C592 Ford Escort Cosworth Cepsa)



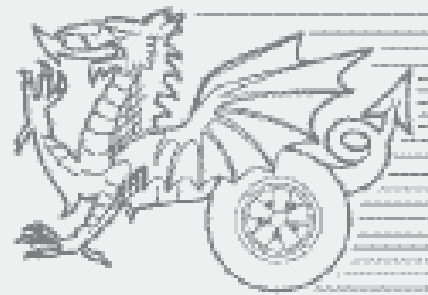
**A limited edition of 50 Subarus for 'The Motorists Centre'. It comes in a box with a ' \_ of 50' decal, but does not have a C number.**

Unsurprisingly not terribly easy to get hold of!

Sent in by Phil Etgart and, in all probability, reproduced as a black blob by the editor.

# TOP GUIDE

By Richard Davies



## THE NINCO AC COBRA

**B**y some mysterious process of celestial mechanics, every slot car manufacturer seems to bring out a model of the same car at virtually the same. Whether they all read the same horoscope or it is some bizarre holdover from synchronised swimming is beyond me.

A short time ago I wrote a slightly uncomplimentary although absolutely accurate article about the Reprotac AC Cobra. Some of you might remember it. At any rate, the Ninco version is everything that the Reprotac was not. The car is well formed, with clear, definite lines. The driver is well formed and painted and the

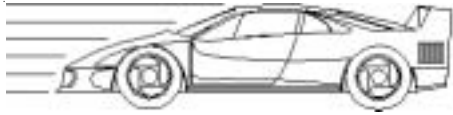
improvement over the dull grey used by Reprotac and they also seem to have mastered the art of fixing the exhaust so that it doesn't wave up and down when hit by stray air molecules.

The best touch, in my opinion, is the wheels which are red with a silver spinner and rims. They really are very pretty and quite literally take the car from a merely nice model to a superb one. It's a bit light as it rides quite tall on the large tyres and has a very powerful engine, which certainly makes for some interesting racing! It takes real skill to drive this car to full capacity but it slides around the



cover over the passenger's seat really is a cover rather than there being a solid block of plastic beneath it. I especially like the shade of red this car is painted in and it goes really well with the white stripes (which are not at all fuzzy and as straight as rulers). I like the chromed windscreen, roll bar and exhaust which is a vast

corners beautifully if you get it right and it is fast on the straights as well. For non-magnet races, I can think of no car more suitable. The car was supplied for review by Pendle Slot Racing.



# BACKTRACK

## NO. 3 TONY FREWIN AND MALCOLM PARKER

**A brace of former Newsletter editors are the subjects of this month's feature. Tony took over from the long serving Norman Wheatley in January 1991 and Malcolm followed him from January 1993 to December 1994. Unfortunately both men ended their time in the hot seat somewhat disillusioned but their contributions to the growth of the NSCC were invaluable. Indeed, Malcolm's influence on the Journal can be seen to this day on page 1. That little slot car in the top left hand corner was introduced as part of the club's logo in his very first issue. My thanks to both of them for the following reminiscences:**

"With fond memories of the Scalextric FJ Set 31 and Sunbeam Tiger/TR4/FWD Mini of my childhood (which sadly disappeared in one of mum's clear outs), I started collecting Scalextric in 1981 after finding some new 'old stock' cars at a local stockist (remember them!). After thinking I was the only idiot in the world collecting Scalextric (everybody then seemed to collect die-casts), I met Luigi Ciaperelli in 1982, viewed his impressive collection, and joined like-minded idiots in the NSCC!

When Norman cried enough of the editor's job in 1990, I put my name forward for the position. The joy of being given the editorship turned to blind panic when I realized that I had virtually no material for the first newsletter, and a deadline looming up. Looking back, the first few editions were a little thin, and lacked Norman's slickness, but I deliberately tried to keep the 'DIY homely pasted' format.

Overall, I enjoyed my two years/24 editions at the helm, making many friends, one enemy, and gaining much knowledge. The end came in late 1992 when club politics and typing the newsletter at work during lunchtime and evening became too much of a chore – I had a life to live and a young wife to service! I must mention that future NSCC chairman, Steve Pitts, was a tower of strength at the time, and if it were not for him, I would have packed it in earlier (on one occasion we met at his home and I must apologise now for taking him and Mark Hulme for a 'fast' trip around the lanes of Evesham; Steve was in the 'suicide' passenger seat of a LHD development Sapphire Cosworth and I have rarely heard him so quiet).

I still buy and collect Scalextric cars I like (as opposed to all of them, as used to be the case), and meet up with a few local members.

However, the transfer of production to China is the end of an era and I may use this sad event to call it a day buying new models, and concentrate on filling holes in the collection from earlier times."

*Tony Frewin*

"Why did I take on the editors job? I sincerely hoped I could improve on the existing newsletter, help to raise the club's profile and encourage more members to join.

I was already on the committee as "factory liaison officer" at the time and had put in a great deal of effort restoring a somewhat shattered relationship with Hornby to the stage where they were once again happy to give us news, prizes and ultimately another limited edition. It was of course the National Scalextric Collectors Club back then and Ninco didn't appear until several months later.

For the first year I produced the newsletter by typing up everything on an old Amstrad word processor and printing it out on a 9 pin dot matrix printer. I then cut and pasted the columns of text and pictures by hand onto A4 sheets using spraymount. Pictures were reproduced by photocopying them with a special Letraset dot mask. These sheets then went off to the printers in Quorn for reproduction. After a year of this I persuaded the committee it was a good time to invest in some more modern technology and had a long and totally pointless battle over what to

buy. In the end I just went ahead and bought a Gateway 486 PC, a scanner, Microsoft Publisher software and a laser printer and passed the invoice to Bob without waiting to get the committee to cross all the T's and dot all the I's otherwise you'd probably still be using the bloody Amstrad!

For a while it was great fun and things seemed to be on the up and up until we ran into some major problems which I'm not going to elaborate on here but which rather made everyone else on the committee (myself and Steve Pitts particularly) wonder why we were bothering.

Having vastly improved the quality of the original copy going to the printers, I was frustrated about the standard of reproduction but just couldn't get any worthwhile dialogue going with them about why the pictures in the mag were turning out worse than when I'd photocopied them or what might be a sensible way to improve things. I really didn't have the time to drive hundreds of miles up there to sort out the problems.

It also got increasingly tiresome to be phoned up by people every month in those last critical few days before the newsletter went off

to the publishers and being asked "What's going to be in this month's issue then?" at a time when I didn't have enough time to waste to even stop and swear at them!

Eventually with one thing and another it just stopped being fun and although part of me wanted to continue, I knew the standard would have deteriorated if I'd have carried on. I'm still very proud of the twenty four editions that I put together but I have absolutely no regrets about hanging up the editor's hat!

I certainly haven't lost my enthusiasm for the hobby and I'm just about to start a regular column in "Collectors Gazette". Hopefully you'll be seeing my name in this and in a few other publications besides in the coming months

For the last couple of years I've been researching the history of Victory Industries of Guildford (VIP) and I'll be trying very hard to get something published this year telling the story of the companies ups and downs. Although I've met up with several former employees, I still have plenty of unanswered questions so If anyone has any information or material that they would like to contribute I'd be very pleased to hear from them."

*Malcolm Parker*

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## BROWSER

BY TREVOR MAY

Whilst some of us might still be Electronically deprived, there is no doubt that the World Wide Web is getting more and more important in all our lives, and some of it is FUN. So, if you are thinking of taking the plunge or have had a quick look and not found very much, these articles are here to help.

I don't intend to feature manufacturers sites, not because they aren't good, but how hard can it be to type in "Scalextric" and press search?? I will be trying to keep to 1/32 slot cars though!

For the first site, I wanted something that concentrated on Scalextric and was "classy", but not too wordy; I know how short a slot racers attention span is! I've picked a site owned by Charles Henry Courvat ..... and yes, it's in French, so you only have to look at the pretty pictures.

The Address is :- <http://scalexsite.free.fr>  
It is dedicated to Scalextric from the Golden Era of the 60s and the quality of the photographs is only equalled by that of the cars. It is worth a visit for the 31 beautiful pictures of the James Bond set alone. It might even be a good read, but I wouldn't know!

So, if you have a spare ten minutes (whilst waiting for the glue to dry on your Jordan's front wing perhaps?) give it a try and see what you think.

# MINI CLASSICS SWAPMEET BARCELONA 20<sup>TH</sup> MAY 2000

## PHIL ETGART MUSES OVER THE EVENTS OF A WET WEEKEND IN BARCELONA

**T**raditionally the spring event organised by the Mini Classics club has been held at an open-air venue off the sea front at El Masnou just outside Barcelona. However even in Spain they are subject to the vagaries of the weather. Last year it was so hot that some stallholders had cars warping in the heat! This year it rained for most of the day so it was fortunate that the event was held in the same indoor city centre venue as the November event.

The Mini Classics swapmeets tend to be slightly more intimate events than some of those organised in the UK (The NSCC swapmeet at Leeds is probably of a comparable size). The venue is unusual in that it is on the first floor of an ornate 19<sup>th</sup> century building and splits the swapmeet into two small rooms with some thing like 16 stallholders covering fourteen two metre tables.

Mini Classics club itself covers a broader spectrum of models than just slotcars and so it is not unusual to see a mixture of slotcars and die-cast models on some tables. Indeed one stallholder had some delightful German HO scale die-cast slotcars to offer!

Naturally the bulk of the Scalextric items on offer tends to be the product of the former Exin factory in Barcelona that produced models under licence for many years. However as with 1960s Triang output it is becoming increasingly difficult to find early Exin product. There were two double guide Cooper Climax's on offer (red and yellow) and a variety of the Spanish round pin guide and swivel guide Cooper Climax's and Ferrari 156s. Unfortunately there was very little in the way of Fiat 600, Mercedes 250sl (One of the very rare black C-32 coupes, but with cut arches) and the rarer colours (Such as the blue E-Type Jaguar).

As ever there was considerable interest in the UK product on the three British stallholders tables, but due to the strength of the pound it was mainly the more affordable, common 1970s and 80s product that changed hands. In addition to this there was as ever considerable interest in other manufacturers' products, with one stallholder selling a number of near mint Marklin items including the Porsche 911 Police car and the Chaparral with the curious metal aerofoil!

There was an endless stream of people searching for the Fly E.51 suggesting that the only person that has those items is the German distributor who is allegedly holding around half of the 800 models supposedly produced. This is presumably why the car is difficult to find at present as an 800 production run is not that small by Fly standards (Most 1000 run Fly cars seem to settle eventually around the £40-45 mark). The swapmeet did produce a few examples of the 'Steve McQueen Collection' Porsche with certain Spanish retailers still having them in stock if you knew where to look! Likewise there was an example of the ever increasing in value Fly Dodge Viper 'Pace Car'. (Having now broken the \$1000 US barrier, how long until they hit the £1000 mark?). You could also have found an E.25 red Marcos and the rare (And relatively under priced) E.11 Venturi.

As for new product there were two significant arrivals. The first was the Vintage series reissue of the Tyrrell P.34. It has been produced in the blue and white 'First City National' livery that it ran in (not dissimilar to the UK issued Tyrrell 008) and is fabulously detailed. The model is presented in a custom box, not unlike the Fly 'Steve McQueen Collection' Porsche box and includes a booklet

detailing the history of the car. Undoubtedly this model will be very popular upon arrival in the UK (It should be available by the time you read this). It should be noted that the production run of this years 'Vintage' series model has been reduced to 2500 and so it is likely to be available for a much shorter time than previous models in this series. With the arrival of this model and the Arrows it is easy to see that after 18 months back in charge (through Technitoy) the Exin family influence is finally coming through.

The second new model to surface at the swapmeet was briefly available the previous weekend. The car in question was a black AC Cobra with special tampon printing on the bonnet. The reason for the issue of the car was slightly sketchy, but it is believed to be as follows. Ninco recently relocated part of their operation and in celebration of this held a two-day open event.

In commemoration of this event they produced a limited edition model of only two hundred and fifty pieces. One hundred were distributed on each day of the event, of which the public were only able to buy two each. In addition there were a further 25 that were used for presentation at the event and it is believed that the last 25 are still in the possession of Ninco.

Therefore of the two hundred and fifty very few have made their way into collector's circles. Demand for these items in Spain is so great that I had Spanish dealers offering considerable sums of money in an attempt to buy back the few examples that I obtained!

And so another adventure in Barcelona drew to a close smoothly, with the exception of delayed flight both ways and a missing bag of slot cars. Yes it did turn up thankfully!

Happy collecting!



## FORD MUSTANG - A REAL HORSE?

BY MIKE ADAMS

I had my first Scalextric set, a present from my parents, when I was ten years old. I played with it constantly and was soon buying more track to extend it.

I first built a figure eight layout for two minis but, by the time I was thirteen I was into dragsters in a big way so I built a 30ft drag strip running from the hall to the living room. I purchased two Revell dragster kits and fitted them with the Scalextric motors and guides from the minis.

Time passed; at the age of thirty two I had a 40ft track in my conservatory but due to the damp atmosphere I was worried about rust so I dismantled it and relaid it in the garage. At last I had a good layout, raised on tables, which didn't have to be put away after use!

In 1997 at the ripe old age of forty four I finally joined the NSCC - what a fantastic club.

Oh yes, about the Mustang - Jeff Davies' article about the AA Bodies version interested

me greatly because I used to have a real one. In 1979 we bought a 1967 Mustang Convertible 289 V8 4700cc which we stripped down and rebuilt.

We resprayed it in the original metallic red; fitted new chromework; reupholstered it in grey leatherette and fitted new Wilton carpet throughout.



We took it to many car shows around the U.K. winning several trophies and having a great time. We finally sold it in 1981 but the fascination with these cars has never left me and I would dearly love to own one of the Spanish Scalextric versions.



*AA Bodies Mustang built by Jeff Davies and painted by Phil Barry*

# Members letters

Dear Brian

I don't believe in fairies but I am beginning to have my doubts. Ex-editor Tony Frewin always believed in them and, now, after 9 long years his belief has finally paid off.

A new millennium and a change of duty rosters for the slot car god of the skies has seen a new arrival on the collectors's planet. The Hurricane Underpan Fairy is back but we are not sure for how long. Since his return he has managed to guide an unwitting hand to drop a yellow one into a lucky bag with Tony's name on it. Who will be next? Was it a one off? We shall have to wait and see.

Every week I believe that I will win the lottery and I could be swayed to believe in fairies. I have been waiting as long as Tony although I only need a common blue one. If he could just be persuaded to move another hand over my personal lucky bag I would be most grateful.

On another matter entirely could you please advise members of the new address for AA Bodies?  
It is:-16, Clifton Avenue

Accrington  
Lancs.  
BB5 6BE  
Tel: 01254 875262

Thanks  
Dave Yerbury

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Dear Brian.

Myself and Stuart Pollicott both keen members of Maidenhead Scalextric Club but both recently having moved to Oxfordshire have had the club's old track put at our disposal to try and start a sister club. The track has six lanes, measures roughly 70 feet, is lapped by a Proslot Toyota in 7.25 seconds, is wired for brakes and will use Kevin Tombeurs excellent PC based race control. It needs minor attention but more importantly a home, and some like minded enthusiasts from the Bicester to Witney area

If anyone is interested please give me a ring on 01993 898016.

Thanks  
Peter Folley

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Dear Brian

New Addington Scalextric Club is looking for some new members.

We run on Thursday nights from 7-15pm to 10-00pm on a six lane Scalextric track based on Brands Hatch.

Anyone who is interested in joining should contact myself on 0208 657 2713 or Colin Davis on 0208 689 5745.

Thanks  
Mick Potter

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# Members letters



Dear Brian,

With reference to last months letter on the specification of the Russian C15/C17 Mirage/Lamborghini cars, Chris Wright and other members may be interested to know that the correct parts for these cars is as follows:- Wheels/tyres as per English version, but wheels moulded yellow and tyres have no lettering. Johnson 111 (E9) motor with press fit to engine (not screw) metal rear axle carrier. Clear coloured rear contrate. G20 guide. Front axle has milled center section. Stamped 'Made in USSR' on underside. Black number on white roundel on doors and bonnet centre. Drivers helmet open faced (all mine have red helmets, but that may be co-incidence, or the cold Russian weather?).

Its usual these days to see these Novo cars at swapmeets, cobbled to the wrong spec. I purchased six of these cars new in the early eighties when they were discontinued (for £5 each I recall), so I can vouch that the above spec is valid.

Also, I have had a bit of an up date from John at MRRC on the Plafit Chassis, ( **see review on page 29**) and I quote:-

"The Plafit company makes an instruction sheet for the Japanese market but these have no drawings on them. We have started to produce the sheets for all the chassis but these will not be ready till later in the year."

Regards

Tony Frewin

Dear Members,

Some of you, particularly club organisers, may know that I have launched a website called [www.ukslotcarclubs.co.uk](http://www.ukslotcarclubs.co.uk) The website is aimed at drawing new members to your clubs and in to the NSCC.

The information provided on this site includes your slot car club (if it's not on there then send me the details), how to join the NSCC, a complete pictorial Scalextric reference site as well as reference sites for other slot car makes including Minic Motorways. The site also offers free advertising.

My reason for developing this site is my own interest in web design and, of course, having a means of sharing the pictorial 'C' reference index in the public domain. After all, the information doesn't belong solely to the NSCC!

It soon occurred to me that not only was a Scalextric reference site required but also a reference of the whereabouts of slot car clubs was required as I am constantly asked for this information too!

The site front page contains a map of the UK with red dots indicating locations of slot car clubs. Click on a red dot and it will take you to the name of the club in the index to display the name of the club. Next to the name of the club are two icons, a MAP and a WEB icon. Clickiing on MAP will give you a road map of the area around the club location. Clicking on WEB, not surprisingly, will take you to the clubs own website.

As yet, the site is not part of the NSCC website but is linked to it. As [www.ukslotcarclubs.co.uk](http://www.ukslotcarclubs.co.uk) develops, and depending on how its received in the slot car fraternity, it may prove to be a valuable asset to the NSCC membership and, just as importantly, for attracting new members. The purpose of the website it to provide free information about our hobby to all enthusiasts. Please support it if you feel it's worthwhile.

Adrian Norman

# NSCC SWAPMEET LIPHOOK

## 4<sup>TH</sup> JUNE 2000

PHIL ETGART REVIEWS THE EVENTS OF THE  
DAY

Those of you old enough to choose not to remember may well recall a 1960s Tyneside group called The Animals. On one of their early EPs there was a song called 'The story of Bo Diddley' which made reference to The Rolling Stones who came from "The Deep South". If Richmond, Surrey is "The Deep South" then Liphook must practically be in France!

The NSCC's most southerly and longest running swapmeet has been run by Mike Pack for more years than I care to remember, and as far as I can recall is still in its original venue the Bohunt centre. In spite of being close to the coast band thus limiting its catchment area it is a well attended event and this year, was no exception.

I arrived fairly early in order to secure a reasonable parking space and was greeted by the sight of Mark Scale unbolting the hinges of his trailer as he had left the keys 300 miles away at home in Stockport! Once Mark removed the doors he started to unload and one of the first things to surface was the Scalextric Ford Focus, which had arrived in a set with a Subaru the previous day. The Focus is absolutely superb and those who rushed to buy the SCX Focus will be bitterly sorry that they did not wait! The tampo printing detail is superb, even better than the best of the NASCARs. The navigator's course notes are allegedly the actual notes that Nicky Grist used on an event!

For once the set has two unique liveries making it better value for collectors, although it has to be said that the differences on the Subaru are fairly limited. So much so that a well-known slot car dealer had sold off all his Subaru's cheaply the previous day!

Also newly arrived that week were the first of the Fly high wing Porsche 917's, which had sold out in about three days and the first of the Fly SM2 Porsche 908's the blue 'Camera Car'. Whilst this is again a replica of a car from the film 'Le Mans' I can not help thinking that,

although unique, it is a fairly ugly subject. No doubt it will sell out even though there are 50% more SM2s than SM1s. Anticipation now builds for the SM3 'Gulf' Porsche 917, which will deservedly sell out. There was a fair degree of interest in the E.51 'Football' Porsche, but there was only one offered for sale in the whole swapmeet. E.52s and E53s were around in relative abundance however, which is not that surprising as this time the distributor who arranged for the limited edition has not been allowed to sit on half of the production run.

As far as older collectible items go there was a reasonable smattering of tasty items on offer. Many of these came from a club member who was selling his collection. Some of the nicer items that surfaced on the day included the MRRC 4 four wheel drive Indi Novi Ferguson and Felday Ford, both in need of restoration, but very nice things to find none the less!

Also sold on the day were a very attractive French Scalextric Porsche Spyder and the very rare bright green 'Race-Tuned' BRM. Early Spanish Scalextric was also in evidence in quantity for once and some of the better pieces available included a black C-32 Mercedes 250SL Coupe, a blue 'Double guide' Climax Cooper and the very rare light red GT40 (which was the first example I had seen offered for sale at an NSCC event that I could remember).

More readily available cars were also available at very competitive prices through Phil Smith's 'Collapsing Auction' (Wonder where he got that idea from!) with the last of the cars being cleared out for just £1 each. There was something for everyone here, I came away with a very reasonable Police Rover that donated the parts needed to complete a 'County Police' body shell that turned up on another table. I have to say that even though these days I struggle for the time to build them the most enjoyment get from the hobby is seeing cars restored and bursting back into life again! Never forget to rummage in the spares boxes, 'One man's Junk...'.  
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Thanks to Mike and Ian for all the effort involved in running the event and as ever here's looking forward to next year's event.




# [www.SlotSurfing.co.uk](http://www.SlotSurfing.co.uk)

**By James Penton**

**A**re swopmeets doomed? I used to relish the thought of swopmeets – a chance to talk and breathe Scalextric for 6 or 7 hours on a weekend was my perhaps slightly warped vision of heaven. To buy, swop, and sell from a huge range of cars from dealers and collectors all over the country, seeing everything from the latest releases to tinfoil Ferraris and Maseratis. However, things are getting better, we now have the chance to live and breathe slot cars 7 days a week, 24 hours a day, 365 days a year. We can chat to people in Boston as easily as chatting to those in Bognor. We can choose from a range of cars so vast it would take days to view them all, at prices that are often a fraction of that of conventional dealings. I am talking of course about the World Wide Web.

## **SITE REVIEWS**

Navigating your way around slot car related sites can be done through [www.webring.org/cgi-bin/webring?ring=sltcarrg;list](http://www.webring.org/cgi-bin/webring?ring=sltcarrg;list). Although this webring is comprehensive, the list is not categorised in any way, and there is little editorial influence over the site descriptions. As a result you are not always sure what type of site you are entering. A better way to find relevant sites is an editorial based search engine such as [www.snap.com](http://www.snap.com) or [www.dmoz.com](http://www.dmoz.com). As these sites have strict editorial policies, surfers get a more honest, precise description of the site before they enter.

**SITE OF THE MONTH**  Unless your name is Phil, you probably wish you knew a little more about certain slot cars. [www.ukslotcars.co.uk](http://www.ukslotcars.co.uk) is a pictorial reference guide not only to Scalextric, but also Fly, SCX, Ninco and Reprotex. If you printed this site out and stuck it between two bits of cardboard, you could charge £20 a copy and it would be a best seller.

Slotracer is a US on-line magazine dedicated, unusually for the US to 1/32<sup>nd</sup> scale racing. The new release reviews are amongst the best out there – in depth articles covering an impressive number of cars, together with quality photos. This site can be found at <http://people.goldendome.com/~ken/slotworks.htm>

For those with too much time on their hands – check out [www.radtrax.com](http://www.radtrax.com). This is a vast US model shop with its own in house permanent test track. You can really explore this shop from your own home – they have several live webcams which you can move up, down, left or right and attempt to tie knots.

Read this article on-line at [www.slotsurfing.co.uk](http://www.slotsurfing.co.uk) - it's a little easier to click through to the sites you read about than the paper version!

Next month – Ebay & other auction sites

# FROM THE ARCHIVES

*Reprinted From Newsletter No. 4 - April 1982*

## CONFESSIONS OF A SCALEXTRIC WIDOW

BY MANDY LEACHMAN

My evening, yet again, really hasn't gone as I'd planned it.

OK - to start the ball rolling, or should I say not rolling, it was Kim's turn to get the dinner. Being your average working couple and me being typically lazy, we tend to abide by some sort of unwritten ruling that the chore of cooking is taken in turns, it doesn't matter whether it's Cordon Bleu or beans, so long as its edible. Anyway it was Kim's turn to produce that something.

The phone rings. I answer it and it proves to be yet another male lunatic. How am I so certain in my assumption? Number 1 - he's phoning long distance. Number 2 - he's got a curious tone, that's the only way I can describe it. You know, it's the kind of tone that friends use when they're ringing to ask a favour. Kim grabs the receiver. It's confirmed - another Scalextric nut. Bang goes my sit-down, I get up grudgingly and carry on with the meal where he's left off.

Right, I'm really going to make an effort; I'll listen to this one sided conversation and try to understand this fanatical enthusiasm for plastic motorised cars. It goes something like this — "You've got what?" (I think either the lines bad or it's total disbelief), "Really, well

I'll tell you what, I've got a Mini Cooper, with the rooftop spotlight still intact (Crikey!) so I'll swap you my Dunlop bridge plus a power sledge." OK I know I'm female with the usual female traits, but I really fail to see what the excitement is about a Mini, bridge and a power sledge - I thought the latter was some sort motorised type of snow transport.

The bartering continues — Kim looks longingly at my chequebook (I wouldn't authorise the bank to issue him with one) with an evil glint in his eye. Half an hour and two burnt fried eggs later, he releases the poor earpiece from his lughole and immediately reaches for "The Bible" · No, he's not turned into a religious freak, the bible I'm referring to is thin and has a red cover, (Roger Gillham, you're partly responsible for all this,) and is of course, *The Enthusiasts Guide to Scalextric*.

"Guess what" he enthuses. No I daren't guess what, because it usually means another stream of technical jargon or another cheque being agonisingly torn from my sadly depleted chequebook.

Look I'll be totally honest. I don't understand why a Lotus Indianapolis is so sought after or why a 'Super' Electra has a rarity value of 5 or why Kim spent hours sulking after letting Steve DeHavilland have his blue Aston Martin GT (my God, it wasn't mentioned in the book, believe it or not). These cars were something that my brother and I used to thump each other over whenever they came off the track & we couldn't decide who's turn it was to put them back on.

(Maybe, that's it, I must have a deep-rooted psychological fear of having my head bashed in). Anyway, just to let you know I did make the effort one evening. I endured a whole two hours trying to understand why it's

absolutely imperative that Kim should eventually obtain a Tyrell Ford 002 to add to his already growing collection. But, alas, I was none the wiser. I'm afraid I just can't muster up the fanatical enthusiasm.

I mean they're everywhere. There are cars in all three drawers in a chest of drawers, they're in the loft, they're on the dresser downstairs (ah, these are 'special' ones, Mandy), I even find them soaking in my washing up water to get rid of the unspeakable grime & grease. I thought we'd bought a 3-bedroom house for the eventual pattering of tiny feet, not for the continuous buzzing of tiny engines.

This threatening collection is getting bigger than both of us. It has come to the point now, that it's essential that some of the more rarer models 'must be displayed in a glass showcase so they won't get damaged.' "OK" says I, "make me a cup of tea, and I'll tell you the ideal place where you can put them." (Everything that's done in our house is achieved by blackmail). Anyhow, he didn't think it was very funny when I said "in the dustbin".

To get back to my ruined evening, Another phone call. This one's slightly different; the chap on the other end actually sounds normal. "Are you the gentleman that's advertising in tonight's paper for old Scalextric paraphernalia?" Affirmative. So, off he's gone, in the hope that the Andrex toilet roll cardboard box will contain the elusive Bugatti. (Ah, I've latched on to that one.) Everytime I dare to venture out shopping outside Bournemouth, I'm religiously reminded to keep my eye out for old model shops that might be harbouring this, and many other sought after rarities.

What I can't understand is, why don't you blokes have a pretty normal hobby, like fishing or scuba diving, why this unsolicited passion for boxed Bentleys? So come on, all you Scalextric widows, I've got some very nice Sindy doll clothes (in mint condition, mind), that I'm willing to swap for a green stuffed felt hedgehog. With a cash adjustment, of course.

**First printed in 1982, but as relevant today as then. Would any modern day Scalextric Widow care to do an update?**

# Happening Ten Years Time Ago

*Phil Etgart wades through the NSCC archives for July 1990*

**E**arly Summer 1990 and already as far into the F1 season as the Mexican GP. The editorial highlighted “Nigel fighting back” and “Berger’s manoeuvre” along with references to “Doing a Senna”. Funny how only the names seem to change! As the French say “Plus c’a change, plus c’est la meme chose” and the same is true of the racing side of our hobby with the age old debate over varying standards of ‘Box stock’ cars, permissible adjustments and the consequential difficulty in attracting new blood into the sport.

As ever Trevor Livingstone’s ‘Chairman’s Chat’ column reflected current themes running through the hobby with much debate about the then relatively new revelation of magnets on cars. In a fairly lengthy editorial column ‘Magnatraction’ was likened to “Colin Chapman’s ‘something for nothing’ ground effects innovation” and went on to comment that the change from magnets mounted on metal plates to the now more familiar stick on magnets resulted in a reduction of about 50% in the lap time gains made by fitting the first type of magnets.

The second half of Trevor’s column was taken up with a “How to” on transforming the XR3i to front wheel drive. Apparently it was reasonably improved with a magnet added just behind the front axle preventing the dreaded wheel spin. By adding Sierra wheels it was possible to get the car to adopt “Sierra style cornering on rails”. I think we sometimes forget how far our hobby has come in ten short years!

Hot new collecting news from ‘Steve’s roundup’ was the arrival of The Dunlop F1 and Panasonic F1 reliveries on the C-136 Ferrari and C-134 Renault respectively. Slightly more interesting were the two new rally cars; the dark blue ‘STP’ XR3i and the red ‘Shell’ Datsun. Steve went on to reveal the background to the Datsun 260Z. When the NSCC approached

Hornby Hobbies for their third limited edition (The grey 260Z) the club’s original choice had been a red car, but as Hornby were not prepared to guarantee that they would not release a red 260Z in the future Roger Gillham changed the club’s order to grey cars!

There had been references to a ‘Purple Jaguar’ in the previous month’s newsletter and now it was revealed that the car was to be released along with a ‘Shell’ Porsche 962c in a “Turbo 7000” set for Littlewoods. The set at that point was exclusive to Littlewoods and the column appeared to imply that the cars could be exclusive to that set. Anyone who forked out £79.99 (a fair sum then!) for that set must have been irritated to see the cars released as separate boxed items the following year.

In an interesting aside there was a brief article on the background to the Lamborghini story. Apparently Ferruccio Lamborghini started out by making tractors, but being a Ferrari fan had the audacity to suggest some improvements to the legendary head of that marque. When Enzo suggested that he stick to building tractors Mr. Lamborghini set up a factory not far from Marenello and poached a number of former Ferrari employees.

Elsewhere in the newsletter there was an article on ‘Distinctive Liveries’. The article had been prompted by a picture of a “Distinctively liveried Porsche at Le-Mans”. In reviewing the colour possibilities for six lane racing the article seemed to come to the conclusion that orange seemed to be a very welcome option. Mentioning Electras, Capris and Pontiac Firebirds, the article went on to mention the “Ultra rare Spanish Orange Brabham”. One wonders what they would have made of orange 330gts and 50 Abarths if it had been known that these Mexican rarities existed back then! Makes you wonder what we will have discovered in another ten years time!





## PLAFIT CHASSIS REVIEW

BY DAVID NORTON



Following my review of their excellent Ferrari 250 GTO Clubman kit a box from MRRC arrived a couple of weeks later, containing a selection of items to enable me to scratch build a complete car based around the Plafit chassis.

This is the first time I'd inspected this unit "close up" and once unpacked I was surprised to find no instruction sheet. Although slot car chassis are pretty self-explanatory all products should be accompanied by some sort of instructions, but bearing in mind the amazing job MRRC have done with the one contained in their Clubman kit, I assume this instance is purely an oversight as my chassis was a "sample" unit!

That gripe aside, "What's it like then?" Well its pretty similar to the Ferrari only this time its formed out of steel instead of aluminium and has the advantage of an adjustable guide mounting. The front axle has three alternative mounting positions and this coupled together with said guide provides plenty of scope for optimising guide set up/ location, i.e. as far forward as possible! Like the Clubman kit the Plafit unit has a "low centre of gravity" steel plate which surrounds the motor area; but this time its mounted on a simple but clever system which I can only describe as a "rocking cradle". This cradle has aluminium side arms to which you fasten your chosen car body thus creating the body "rock" so favoured by slot car racers. All in all a neat way of chassis/body fixing that produces a low centre of gravity at the same time. Cradle movement/height can be adjusted by altering the size of the spacers on the holding screws but as there were no alternatives within the sample I had it was down to the "bit box" to provide some. The aluminium side arms appear to have grooves in them suitable for the type of spring clips that are used to hold clear lexan bodies on with but as none were supplied I cannot confirm if this is the case. Anyway, I must confess that I did not use the lexan body provided as they are not allowed at my club and they just do not have enough detail for me!

However, by complete coincidence, I had the same car, a 1965 Pontiac GTO (immortalised by "The Beach Boys" song) as a Monogram plastic kit so used this instead to complete my car. The 65 GTO is a big car even at 1/32 scale so the Plafit chassis (PF9801) has to be at full stretch to fit the 90mm wheelbase, any bigger and you would need one of the 1/24 chassis sets.

As the unit comes assembled its really only a matter of adjusting things to fit, however I did remove the standard sponge tyres/wheels and substituted the supplied set of rubber tyres. MRRC had sent a "Cheetah" motor, which looks very similar to the "Fox" unit, and a couple of "Sigma" gear sets of differing ratios. These gears are suitably impressive, well machined with a precise gear cut that produces a beautifully smooth mesh against the standard nylon pinion. On running the completed car for the first time I encountered a minor problem, the Cheetah motor is certainly powerful and I had to glue the tyres on to the hubs to prevent expansion under strong acceleration!!! Overall performance was no real surprise for this type of chassis and lap times hovered around the 9.5 second mark which is quite respectable for the Quorn circuit. The relatively heavy weight of the model provided tremendous grip when accelerating out of a corner, but the handling did occasionally catch me out particularly when I "over cooked it" entering a corner as the car would suddenly let go and de-slot!

If I had to "nit-pick" about the Plafit Chassis and its components it would be the lack of clip retainers for the rear oilite bearings and bracket to secure the front of the motor. You *really* have to tighten the screws on the single rear bracket as this has to do all the work on its own.

These minor points aside, for those of you who wish to try scratch building but are some what put off by the problem of chassis construction then the Plafit unit is probably the ideal solution as its well made, fully adjustable, robust enough to take the knocks and gets you "up and running" with the minimum of fuss.

# FLY CLASSIC SPORTS CARS TEST DAYS NORTHCLIFFE PARK MAY 1971

BY DAVID WISDOM

Last weekend, Northcliffe Park reverberated to the sound of Ferrari and Porsche V12s. On a cool, but bright day the circuit transported itself back to the glorious era of thundering Group 5 sports cars.

With our 1969/70/71 World Sports Car Championship already well underway, there has been great anticipation and excitement at the circuit leading up to the arrival of David Yorke's factory backed team of Gulf Porsche 917Ks. Last weekend, Jackie Oliver arrived to give the 917 its first shake down test. Hans Deter Dechent brought the Martini team cars; these included the 917K for Gijis van Lennep and 908/2 for Gerard Larrousse.

Following a 200 lap warm-up, an engine strip down, a bath in methylated spirits, (the motor, not Jackie!) and oil change, Oliver rejoined the track and got down to the serious business of recording official lap times. His target was 4.8 second per lap set by the Ferrari 512S of Jacky Ickx back in February, during qualifying for the WSCC opening round.

Problems with bodywork fouling the rear wheels were quickly rectified, enabling the 917 to start recording some impressive times. The sight of Oliver's Gulf Porsche at full tilt down Northcliffe's long Stebbe Straight was awesome. The 917Ks V12 song echoed throughout the picturesque wooded circuit. In the distance one could hear Oliver changing down through the gears, fighting with the circuit's twists and bends emerging back onto the Pits Straight in a glorious power-slide. Several laps later the Porsche was well and truly wound up. In no time the 917 matched the previous record of Ickx's 512S at 4.8 seconds.

Within 12 laps of the session, Oliver had reduced the record to 4.3 following some spectacular acrobatics through Northcliffe's variety of curves. It was straight-line speed where the Porsche's advantage was most apparent with Oliver wringing out every ounce of brake horsepower along the circuit's main straights. Shortly after this session Gerard Larrousse emerged in his Martini 908/2 and very cheekily slipped in a 4.3 also. Inter-team rivalry at its best!

Up until now the works Ferrari 512S of Ickx/Hobbs have pretty much had their own way at the West Yorkshire circuit. They currently share the lead in our championship with the Larrousse/Lins Martini Porsche 908/2. So far the series has been hard fought, with cars competing in 300 lap endurance races, lasting approximately 30 minutes each. The 917s have yet to compete in the championship, but judging by their testing performance the rest had better take note. Next race is 250 laps of 'Monza.

## THE CARS

In my opinion, the Fly Classic Sports Car series is by far the best of any range available at the moment. Attention to detail is quite remarkable. The tampo printing on the latest Porsches is perfectly accurate, as are the drivers coloured overalls and interiors. Headlights, engine and rear end detail is probably the finest produced on any slot car to date. They would make excellent static models, but there is just no way you can resist driving them, they look so good.

I confess to being somewhat biased in favour of any racing car from the late sixties and early seventies, particularly sports and saloon cars. I remember, as a motor-racing mad 11 year old, avidly reading through copies of 'Autosport' at the time to catch the latest stories and pictures of those magnificent sports cars. I also remember listening to the radio broadcast of the 1971 Le Mans race won by non other than the latest offering from Fly. Indeed this very car was on my wish list published some time ago.

So you see, I am smitten. I've been waiting for this series of cars for 30 years. It has been well worth the wait, they are FANTASTIC!



Perhaps Fly might consider a Classic Touring Car range to compliment the Sports Cars? Between 1970 and 1973 the European Touring Car Championship provided us with the visual delights of many varied models including the Ford Capri RS2600. The works team raced in the traditional blue and white colours, one notable success during the 1972 season being victory in the Spa 24 hours, the winning car driven by Hans Stuck and Jochen Mass. Ford of Germany also entered the Capris in a couple

of long distance races that year and amazingly finished 10th and 11th at Le Mans.

The Ford Capri also appeared in a variety of other colour schemes including the blue and yellow Wiggins Teape entry of Brian Muir. This car primarily raced in the 1972 British Touring Car Championship, but also entered a number of European races of that year. Its best European performance came at the Paul Ricard 6 Hour race, where Brian Muir / John Miles beat non other than Jackie Stewart / Francois Cevert, also driving a RS2600, (Tyrrell blue/white Elf logos) into second place.

As well as the Capri, various works and private teams entered BMW 3.OCSLs, Alfa

Romeo raced their GTA Juniors and occasionally Frank Gardner put the wind up everyone with his awesome 5 litre Chevrolet Camaro Z28.

With cars like these how can Fly resist the temptation? Just hope I don't have to wait another 30 years. Well, less of my fantasising, as for the real thing, Porsche 917s, Ferrari 512s and Lola T7Os will all be racing at the Coys Festival at Silverstone on July 2 1st, 22nd and 23rd Should be a fab weekend, See you there!

# LONDON CLASSIC MOTOR SHOW 2000 REPORT

BY PETER NOVANI

The NSCC Journal often suggests that members should, where possible, get out there and promote the hobby in the public domain. Well, that is exactly what I have been doing since my track layout was completed last summer. Following several successful outings with the track at motoring events during 1999, I was encouraged enough by the response to participate at my local motoring event, the London Classic Motor Show held at Historic Alexandra Palace in North London in March. I had always hankered after the idea of running a layout there - now I had to either put up or shut up! I preferred to put up, hence my four lane 12ft x 6ft 'Scalextric' track layout was firmly ensconced within the impressive Great Hall the night before the show. Over the next two days I would be providing those who attended the show (15,000+) with the chance to race slot cars to raise funds for Capital Radio's 'Help a London Child' charity. This was rather uncharted territory for me, as I had only previously attended one day shows! How would the cars and equipment, plus my 'team,' cope with the stresses and strains of 16 hours of racing spread over two days?

## FASTEST TIME OF THE DAY PRIZE

If you have not already seen a photo of the layout, then I suggest you get hold of a back issue of either Racer magazine - issue 14, or the March issue of Practical Classics, or Motorsport Collector - issue 9. All these magazines featured editorials plus a colour photo of the layout. The NSCC Journal ran a preview in the February issue. Having already obtained some worthwhile pre-show editorial coverage for my racing activities, it was somewhat of a relief to finally get on with the business of actually racing slot cars! Of course, having pre-show publicity does in itself increase the apprehension and anxiety on my part, as for the first time many enthusiasts would be travelling to the event just to race on my track to try and win the prizes - so it was important to put on a good show for them.

I had a 'Fastest Time of the Day' race format planned for those enthusiasts with a competitive disposition and a free Prize Draw for everyone to enter into. Some top prizes were obtained for the 'FTD' prize included a Scalextric 'Caterham Cup' racing set was on offer for each day of the show, kindly donated by Hornby Hobbies Limited, plus some excellent S-Plan Track Circuit Designer computer software donated by Andy Sykes. Five motoring videos courtesy of Duke Marketing. Two subscriptions were provided by Racer magazine plus of course their latest club cars - and I did not even have to ask for those! Roger Gillham very kindly took time out of his busy schedule to personally sign two copies of his (now out of print) 4th edition 'Scalextric - Cars and Equipment, Past and Present for the runner up prizes - I would imagine that they will eventually become highly collectable! Rather than have participants going for a single 'banzai' lap time to win a prize I decide that a full overall race time would be more appropriate. Each race was of 20 laps duration, with practice time available prior to a race. Timing was to within 1/1000th of a second if required, so there would be no problem sorting out an eventual winner. Identical Ferrari sports cars were used throughout the weekend - each car colour coordinated with their respective lanes, i.e. red, yellow, green and blue, with specially printed 'Racing for Help a London Child' decals emblazoned across the top of the windscreens. This was in deference to the charity which I was supporting. Whilst most of the participants were racing purely for the fun of it, others had all the tell tell signs of being serious 'club' racers! You can tell, believe me, I have attended enough Scalextric and slot car clubs to know. Their whole body language is somewhat different, somehow more intense, more focused. You know the style - crouching, swaying, salivating, swearing and generally moaning at the standard of marshalling and in particular the standard of driving by other, less experienced competitors!

Only joking lads, honest. And there was me thinking slot car racing was supposed to be a FUN hobby! They methodically tried each lane and car combination in an attempt to determine which suited their own particular racing style best. All this in a desperate attempt to come to terms with racing bog standard slot cars with magnets. Having said that, every race was somewhat of a lottery and the outcome often depended on the skill of those who you were racing against as much as anything else. Therefore, luck proved to be just as important as ability. As club racers will know, often a leading car would be inadvertently(!) delayed by a slower car spinning into it's path spoiling your chances of winning. My track layout is not the easiest for novice racers to learn quickly, as it incorporates some of those notorious double inner curves!

So, it was not a surprise that through all the thrills and spills would come the more experienced racers. In fact, throughout Saturday afternoon the fastest race times alternated between Pete Myers who races at the London Scalextric Club and Olivier Geruazas from Switzerland. Olivier gave my slot car attraction something of an international flavour as he had travelled (I kid you not) all the way from Switzerland especially to race - top bloke! As both men were so closely matched I decided that a 'shoot out' should decide who got the Caterham Set before the end of the show. As the pressure on each of them increased, so their race times fell. And no excuses about other competitors balking or accidentally(?) nerfing them off - they had the track to themselves. Unfortunately, Olivier's best race time was some three seconds adrift of Pete's 'stonking' 1 minute 46 seconds time. By this time Pete was really into his stride - obviously Steve Carter, of the Wood Green club, has taught him all he knows as he was obviously well versed in such competitive pressurised situations. He was certainly determined (and I mean determined) not to see his time surpassed. In fact, Pete's time remained unbeaten all weekend. So, Olivier had to settle for the runner up prizes, leaving Pete Myers to proudly trundled off home to Hornsey

with a Caterham Cup Scalextric set firmly tucked under his arm and a huge grin on his face. No doubt he recounted his exploits to his fellow racers when he attended the Wood Green club the following Tuesday evening.

For some reason Sunday's racing proved to be much slower for all concerned and not quite as exciting. Hell, I now faced another eight hours of marshalling - nobody said racing slot cars at a two day event would be easy! Sunday's winner and runner up were from the Kagan family. Father, Daniel and his son (forgot his name - sorry) set the 'FTD' times of 1 minute 56 seconds and also the second fastest time of 1 min 57 seconds. They had travelled down from Yorkshire to race and were prepared to spend heavily in their attempts to secure the top prizes. Every time their times were beaten they would grab a controller, spend the prerequisite race fee and set a new fastest race time. Then they would disappear for an hour or so to enjoy the rest of the show and come back and repeat the process. Once it became clear that their times could not be beaten they were awarded their prizes. They went home very happy with their haul of goodies, a Caterham Cup set, a signed copy of Roger Gillham's 4th edition 'Scalextric Cars and Equipment - Past and Present' book plus a copy of S-Plan software plus a Racer subscription. Participants of all ages, abilities and backgrounds tried their hand at slot car racing during the course of the weekend. I decided to give some remaining prizes away to worthy individuals who raced on and off all day and set competitive race times. After all, they had spent a considerable amount of time (and money) racing so they deserved to go away with a memento of the occasion. Included were some of Nik Curry's signed artwork. Although not a slot car enthusiast Nik had the good taste to include a number of race cars which have since then become a regular feature of the Scalextric slot car range. Apparently he is completing work on a Jenson Button F1 Williams. Coincidentally Hornby are due to release a Williams - BMW Scalextric car! Nik had even travelled down from Yorkshire to give me a large selection of his prints.

I really appreciated all the compliments that visitors made regarding the layout, and I only wished I had a £1 for every time a person said 'I had a Scalextric set once!' Not only is the track fun to race on, but it is also aesthetically pleasing, as it includes a comprehensive selection of Scalextric buildings and around 175+ hand painted figurines. Various mint Scalextric and Pink-Kar vintage cars were displayed in the paddock area as were some mint classic Fly cars in the pit lane area. The Fly cars in particular were often mistaken for static hand built models! I also included a selection of limited edition NSCC and RACER 'Club Cars' in the car park area. They received some very quizzical looks from onlookers who had not realised that the NSCC club existed, or indeed for that matter the RACER club. Take it from me, they do now. I could have sold some of the club cars several times over!

At the end of proceedings we had a bit of a laugh racing some really quick F1 Ninco cars just for the hell of it. Three adults, who had been exhibiting elsewhere at the event, wanted to try out their slot car skills with the cars. I suggested that my son join them for a race. Believe me, they were all giving the cars some real stick, but obviously they had more than enough ability to handle these beasts! In the end it turned into something of a mini slot car tournament as they each raced on a different lane using a different car in the interests of fairness. It was almost reminiscent of a club night as they shouted out 'advise' when the marshalling was somewhat tardy! The few remaining 'spectators' were stunned at how much faster these cars were. Actually, I cannot even remember who won the racing, but it was certainly an enjoyable way to end proceedings - now there was only the matter of packing everything away and going home for a well deserved rest.....I must be getting old!

### PRIZE DRAW

As a motor sport enthusiast myself, I would have been rather keen to have won the main Prize Draw. That is of course if I had attended the event as a punter. Why? Because an exclusive VIP tour of Nick Mason's (Pink

Floyd drummer/car collector) Ten Tenths race and classic car collection in Central London and the chance to meet the man himself was on offer! I have to say, this is not really your everyday run of mill sort of slot car event prize! Access to the collection is not available to the public, so naturally, I was delighted and honoured to have been able to organise and offer the prize. There could be no guarantee that Nick Mason would be there for the actual tour as he has a very busy schedule. However, he would sign a copy of his excellent 'Into the Red' book and accompanying CD anyway. The book details the collection's history and heritage, the CD allows you to hear the cars as they are track tested. The lucky winner was Garry Sadler from Buckhurst Hill in Essex.

### ACKNOWLEDGEMENTS

Thanks go to all my sponsors who generously donated prizes and in certain cases their valuable time. Thanks also go to the organisers of the show for allowing me to participate at such a prestigious event. Oh! And I mustn't forget my long suffering family who helped me out that weekend! And congratulations to all the winners, and well done to everyone who raced on the track but ultimately missed out on prizes. But, just remember, it's not the winning that counts, it's the taking part! Maybe there will be another opportunity to win prizes next year. The 'Help a London Child charity' were pleased with our efforts and that has to be the bottom line. As they say, watch this space! Fortunately, nothing actually went wrong during the weekend - mind you marshalling with you fingers crossed is not really recommended! I enjoyed the whole experience, although I never did get to see the other attractions at the show. Although, having said that, whilst 'breaking down' the track at 6.00 p.m. Sunday evening I was afforded a new experience, seeing some of the classic car exhibits as they were driven out of the main hall, plus loads of Army trucks, passing just inches away from my track - weird! To say I have never packed up the track so fast would be an understatement! Cheers, until the next time.