



No.240 MARCH 2002

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The NSCC

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The independent club for slot-car enthusiasts

The box of delights

This month was supposed to be loft clearance time but the "best laid plans of mice and men".....!

I have been collecting slot-cars for over twenty five years and, in common with many other members, I have acquired a loft full of duplicates, spares, assorted junk and a mountain of track. I decided, therefore, to have a grand clearout and use the liberated space to finally construct my dream circuit.

Everything went well at first; I spent a week sorting and photographing it then stuck the lot on the best junk shop on the planet - eBay. Surprisingly, the first phase all sold despite much of it being stuff that I had previously tried to shift via the club without success - ever tried to sell 400 pieces of well-used track at a swapmeet? At last I could see the floor in the loft - my mini Donington Park would soon be reality. An added bonus was that a couple of my buyers subsequently joined the NSCC.

I then had to pause as we were having a new kitchen installed and the reality of dealing with suppliers and builders had to take priority over my burgeoning career of auction tycoon. Incidentally, why are women so reluctant to have slots routed in their new wooden kitchen floor? It seemed like a good idea to me!

The carpenter was aware of my interest in Scalextric and asked if I would like to look at some old stuff that he had in his parents' loft. Yes, you've guessed, I am now the proud owner of another large box of junk! It contains four Go-Karts, a pair of early motorbikes, two tinplate Ferraris, several Healeys and much more - all in their component parts, including the motors! No doubt I shall eventually get round to restoring them. Ah well! I did try - honest!

And Finally - I didn't receive my copy of the Journal last month because my subscription renewal went astray - our treasurer, Bob Bott, is truly ruthless. Cross him at your peril!

Till next month
Brian

*Adrian Norman reports on current news
from the Scalextric Headquarters in*



Until a few weeks ago a new set had been released and completely escaped our notice until fellow enthusiasts emailed me with pictures of two unknown reliveried Renault Méganes.

Apparently, the Renault Mégane pairing was issued in a 'High Speed Challenge' set C1060L and was available from Safeway Superstores at the end of 2001. The two cars are C2382W Renault Mégane, blue, racing no.6 and C2383W Renault Mégane, silver, racing no. 5. The livery is a simply the base colour, blue or silver, with the word 'Mégane', the racing number and the Renault 'diamond' printed in the opposite colour.



I printed an error last year regarding an Argos set. I incorrectly, specified set C1075 'Rally Challenge' had C2296W Toyota Corolla and C2295W Ford Focus. Nearly right, the set number is actually C1057 and should not be confused with the Woolworths set C1075 'Subaru Challenge' with the elusive red C2379WA Subaru Impreza.

You may have noticed from the new catalogue that the Bash & Crash set is actually called 'Bash & Crash 1'. Well, does this infer a 'Bash & Crash 2'? Yes, this gives two sets, as follows: C1078 'Bash & Crash 1' and C1077 'Bash & Crash 2' Both sets have the same cars,

as far as I've been able to determine; C2433W Ford Taurus Robo Racer, black and C2434W Ford Taurus Test Track, silver.

Just to clear up a few questions sent in over the month regarding 'Sport' set, track and cars, I've listed some Q & As.

*Q1: Do all sets have Sport cars with bearings, axles etc. or only those marked Sport?

*A1: Only the new 'Sport' track goes into 'Sport' sets. 'Sport' specification cars can be purchased separately. However, this may change as the 'Sport' range, and its marketing, evolves.

*Q2: Do all sets now have Sport track?

*A2: Yes. New sets, that is. There will be sets with 'Classic' track around for sometime yet as shop shelves use up the older stock.

*Q3: C2460 & C2459 - Petrobas & Nova - what cars are these based on?

*A3: They are based on the high-nose Hornby F3000 'Team' car, the first of which was C616 Simpson livery car.

*Q4: Which cars have the new self centring guide?

*A4: The short stem self centring guide, referred to as G37, is now fitted to all new cars as follows: F1 cars, (not Jordan, Ferrari or Petrobas & Nova), Porsche GT3R, Cadillac, Astra V8 coupe, Mitsubishi and Subaru Impreza (not the old shape, though), Ford Mustang & Chevrolet Camaro, Ford Taurus NASCAR (but not Pontiacs). No car bodies have been adapted from the previous guide to the new guide.

*Q5: Is the sidewinder motor the same as the in line ones?

*A5: The Mabuchi S has been standard⇒

throughout the past decade and is still used, and planned to be used, for the foreseeable future.

*Q6: Are there different kinds of Mabuchi-S engine?

*A6: The guys at the factory tell me that the Mabuchi-S, as specified by Hornby to the supplier, has never changed. However, there may be minor changes in materials and production processes over the years.

*Q7: What is the 'C' number for the 'Racer' membership gift, the yellow Porsche 911 GT1?

*A7: It is C2449.

To round off this month's Factory Focus, I've listed the Renault Méganes that have been issued over their comparatively short life in the Scalextric range. There are now eight official liveries, plus the first NSCC Special Weekend

livery issued back in 1998, giving Renault enthusiasts nine to collect.

C2007 Renault Mégane 'Diac' (No.6) blue

C2094 Renault Mégane 'Diac' (No.7)

Type 1 = 'Total' above door numbers blue

C2094 Renault Mégane 'Diac' (No.7)

Type 2 = 'Esso' above door numbers blue

C2010 Renault Mégane 'Red Renault' No. 20 silver

C2029 Renault Mégane Rallye No.24 yellow

C2088 Renault Mégane 'Cup Super' No.6 yellow

C2382w Renault Mégane Only in set C1060 High Speed Challenge for Safeway stores. 2001 blue

C2383W Renault Mégane Only in set C1060 High Speed Challenge for Safeway stores. 2001 silver

C2029 Renault Mégane NSCC/Hornby Special weekend 14/15th March 1998 blue ■

Westcountry rambles

BY VINE FENNEL.

Well, it's that time of the month again, and I'm sat here at the trusty keyboard trying to think of something to say.

Going back a couple of months to Don Siegel's mention of front-wheel drive and Ray Chambers' reply brings back memories of when SCX brought out their original Subaru Impeza. A couple of us tried an experiment with these that consisted of removing the rear pinion and running them as front-wheel drive. A bit of experimentation with tyres revealed that new SCX Audi (the later version) rubber worked quite well (slightly higher profile I suppose). These cars were quite fun to drive with very neutral handling traits and you could throw them into corners quite rapidly. They were, however, a bit sluggish on an incline. When you consider that the only incline on the East Devon Raceway was about two inches in about four feet out of the hairpin and you can see that they weren't competitive against conventional cars. Can't see any reason why you couldn't introduce a FWD class using the current range of SCX rally cars using this modification though. (Okay, so Daft Idea Animal is taking a break in the South West!). Give it a try though, it might be fun (PS. Take the bloody magnets off though, otherwise it's a pointless exercise). Probably find that the front wheels won't drag it round.

I see there has been no response to my query concerning Scalextric Cadillac and Lotus/Caterham wheels so I guess that these aren't available as an aftermarket item. I suppose I can buy the cars second-hand, take the wheels off and stamp on the rest though. Hope you liked the Aston last month (did anyone in the Club buy it?). Here's another one for you. Toyota Celica this time.

Some time ago I picked up a Nissan Sileighty made by Initial D in 1/32. Well as near as makes no difference. It's actually about 3/4 inch too wide. They make two others, one of which I can't remember but the other is a

Toyota Corolla (rear-wheel drive like Chris Hodgetts won a couple of British Touring Car Championships with - Trueno I think it is). FLY listing time. Panoz this month.

Panoz Esperante GTR1

- A 61. White. (Blend 37). #54. Le Mans 1997.
- A 62. Black. #52. Le Mans 1997.
- A 63. Silver. #99. Daytona 1998.
- A 64. White (Blend 37). Extra Production Run #55. Le Mans 1997.
- A 65. Purple (Hybrid). #46. Le Mans Test Day 1998.
- A 66. Gold. Road Car.

Panoz Roadster LMP1

- A 91. Black/Silver/Red. #12. Le Mans 1999.
- A 92. Black. #13. Petit Le Mans 1999.
- A 93. Black/Silver/Orange. #1. Petit Le Mans 1999.
- A 94. White (Cup Noodle). #22. Le Mans 2000.
- A 95. Red. #11. Le Mans 2000.
- A 96. Dark Blue/Danish Flag. #10. Le Mans 2000.
- A 97. Red with Yellow Mirrors. #12. Le Mans 2000.
- A 98. Yellow. #49. Texas Grand Prix 2000.
- A 99. White. #23. Le Mans 2000.
- A 221. Red (Coca Cola). #9. ELMS 2001.



Limited Edition Esperante.

E 61. Chrome. Spanish Shops.

E 62. Maroon. #17. Gaugemaster.

E 63. Metallic Blue (Run of 2000). French Distributors.

Limited Edition Panoz Roadster.

E 91. White. (Marion Andretti Test Car). US Distributors.

Telefonica.

T 3. Yellow/Black. #2.

T 4. Yellow/Blue. #3.

Well, that's about it for this month. It's been about six weeks now since I've wielded a controller in anger and to be honest I'm not missing it yet. Perhaps when I get the garage sorted and get building up there the enthusiasm might return. ■

BITS AND PIECES

Beware H. M. Customs

A word of warning to anybody thinking of subscribing to 'Model Car Racing' in order to obtain the limited edition "free" Cadillac; there can be an unexpected cost involved - a £30 import bill! Apparently, although the model is free, the parcel is shipped with a \$99 valuation on it (the actual subscription cost) and European Customs and Excise naturally demand their full dues. Several irate members have contacted me about this but the American publishers are apparently unconcerned.

King's Lynn Raceway

Commercial slot-racing comes to Norfolk (I hope they didn't have too much trouble with the border guards!). A new raceway is shortly to open in my home town of King's Lynn so if any East Anglian members want to race on a

seriously large track then get in touch with John Kelly on 01553 660952. Planned opening is late March and I have been invited to have a look and report on the facilities; yet another chance to demonstrate my lack of racing talents in public! Watch this space.

Whither the Megabowl?

Paul Strange informs me that the Croydon Megabowl Scalextric track is no more - it is an ex-experiment - bereft of life it rests in peace - it's a stiff. Does anybody have any further information on its demise? Paul suspects that ludicrously high usage charges are the cause.

Competition update

I forgot to mention last month that Rod Moore had won the "best bribe for Archie the editorial cat" award. Your prize is on its way Rod.

Toy Fair 2002 report

FROM ROB SMITH

Tuesday 29th January saw Adrian Leggett and myself battle against a striking rail network to attend the annual toy fair in London. Once again this was held in the impressive Excel exhibition centre out to the East of London in the heart of Docklands. At least the Docklands Light Railway was working. Perhaps the strike had kept many visitors away but attendance seemed thin on the ground and most stands were deserted, with salesmen anxiously awaiting prospective new resellers. Not for us the excitement of wooden jigsaw puzzles or plastic dinosaurs as this year there were four slotcar stands to visit.

Monarch Lines

The first we found was the Monarch Lines stand where Colette Clark was holding court to a large number of familiar faces from the NSCC. Monarch seem to distribute everything and anything to do with slot-cars not produced by the big manufacturers and this is now a huge and varied range. The entire range of cars and accessories from Proslot and all the Classic Policar releases were on display. The Slot.It range of components is growing (and selling) fast and provides scratch builders or tuners with everything they need, including the adjustable chassis to create a very competitive car. The Fabulous Ferrari 333SP by Racer with their own body, chassis and decals together with Slot. It motor and running gear show just what can be achieved – at a price. The Slot.It Audi R8C prototype – completely by Slot.It was also impressive.

The new cars from Proteus were also on display together with details of their future releases due later in the year - which include the New Bugatti, the Adonis, the Lamborghini Murcielago and the Pregunta in three liveries. Another wide and growing range of car bodies and components was on display from BUM Slot. This included their new Toyota MR2, Renault

Spider, Chrysler Cruiser, Mitsubishi Lancer bodies and also a Prototype of their new Jaguar D -Type plus the MMI 1938 Alfa Romeo 6C 2900 together with two 1954 liveries of the Ferrari 750 in the Black Pan-Americana and the Red Monza.

A wide range of resin bodied kits by TopSlot were also present and many of these had been built up into complete racers using Donor Chassis and parts from various other manufacturers. New kits in the form of a Prototype Porsche 917 Long Tail, the Pikes Peak version of the Peugeot 206 and the Greenwood Corvette but the new BMW M3 which has been so successful in the Le Mans series events in the US also looked very good. Each kit comes with a Resin Body, drivers and lexan interiors plus their own decal sheet. The large range of decals by DMC contain F1 and sportscar liveries for many cars and periods in four different scales. The list of Monarch product lines goes on and also includes Scale Auto motors and accessories, MRRC cars, figures, motors and accessories, the Model Car Racing Magazine, the Professor Motor hand throttles and accessories and the new Australian Ozrace cars, accessories and motors.



Look out too for a new range of cars from Gom who intend to release all Alfa Romeo Alfretta cars – thus taking us through the history with⇒

the Stradale GT'76, the Turbodelt GTV2000 '80 Costa Brava and the Spa'77 Touring. Finally at Monarch we looked at the DS range of timing and light equipment including computerised lapcounters a dragster box and a new credit card reader for professional layouts. My favourite was the Aston Martin DB4GT Zagato from the Slot Classics range. However, if you are still as confused as me at the wide range of cars and components available from Monarch you should visit their web site at www.monarchlines.co.uk where all will become much clearer.

SCX

Our next stop was at the TecniToys SCX stand positioned directly adjacent to Hornby. SCX were at the show because of their new tie up in the UK with Bachman Industries who are well known for their trains. David Pitarch the export manager enthusiastically showed us the SCX range for 2002. Mud, snow and now even rain effects feature heavily in the SCX range of WRC cars including the new Subaru Impreza, Ford Focus and Citroen Xsara. New rally cars include the Mitsubishi Lancer and Hyundai Accent. For me the most eye catching car on the stands was the Audi R8 in beautiful pale blue and orange Gulf colours. The next Vintage series car to be released will be the Sigma – this time in silver and presented in an unusual tin box.



New sets range from an entry level initiation set to a McLaren F1 set. A new lap timer will be available to go with the speedometer and new, very futuristic turbo hand throttles show plenty

of innovation from TecniToys. Also on show were new buildings and pit figures together with track lights – battery operated this time. Finally, lots more spares will be available in the UK for SCX cars including a new turbo plus 19000rpm motor available in both 2 and 4 wheel drive versions. A large SCX track enabled many of the range to be tried out. The layout included their flexible bridge and snow covered skid bends – just like the Swedish Rally.

Scalextric

We then moved next door to the purple and yellow Hornby stand. Dominating the stand was a 4 lane layout built of the new Sport Track and managed by the new RMS Software. The new track was impressively smooth and the Nascars certainly ran well on it. Mike Walters kindly showed us around the new items for 2002. Firstly we looked at the new cars - McLaren & Williams in their new display cases. They should be in the shops by the time you are reading this. The new liveries on the Porsche GT3Rs and Opel V8s are bright and eye catching.



Unfortunately none of the other rumoured cars was available - Mitsubishi Lancer, MG Lola, GT40, etc. Mike made much importance of compatibility with older products and “classic” track. The new F1 McLaren for instance can have the magnet positioned to make it race competitively with older F1 cars – good thinking if you don’t want to alienate your existing customers. The same was true of the new track system too as the track dimensions are identical

to before. Two major changes though were immediately obvious. Firstly the new track is much easier to assemble and take apart again – and should survive that operation better for much longer too. Secondly the track is much more rigid than the old plexitrack but still offers lots of grip. Cleverly the new track accessories – such as the RMS or powerpacks have been designed to work with both the old and new



track systems. They have the new connectors at one end and the old ones at the other and come complete with a conversion piece which, of course, will go on either end ! The new buildings were also available for inspection and certainly look much more modern. A sizeable set of pits or grandstands can be assembled for greatest realism. Most of the new track and accessories will be sold in purple and yellow bags. No more mint and boxed for the collector of the future. The Hornby stand was busy with many resellers visiting whilst we were there - for some reason the buying power of Argos proved more attractive to the Hornby staff than us so we moved on to our final stop.

Carrera

The Nikko stand was where we found the Carrera system. None of their staff seemed interested in demonstrating or discussing their new items for 2002. Obviously new was a very smart Bentley EXP8 and a shiny black Porsche Carrera GT. A poster showed a new James Bond 007 set complete with an Aston Martin Vanquish.



So it's going to be another exciting year for slot-car fans with plenty of new and interesting items for both the serious racer and collector. It was a shame that neither Fly or Ninco was represented to give the complete picture. ■

Photos by Adrian Leggett

Introducing NISCAR

BY IAN THOMPSON

What? Has he spelt it wrong? No. Well what is it then? It's the Northern Ireland Slot-car Collectors and Racers club and here is what it is about.

You may have noticed an occasional swapmeet advertised in the magazine held at the Crawfordsburn Scout Centre here in Northern Ireland. Well from humble beginnings with six people at our first attempt we grew to attracting a few more people and decided to form a bit of a racing and collectors club.

We have the use of the facilities of the Scout Centre at Crawfordsburn which is situated about 10 miles east of Belfast on the North Down coastline just outside Bangor. Initially the Scouts had track donated and borrowed other track and were able to build a four lane Scalextric circuit on five tables as and when the hall was available. Of course building a circuit and taking it down is time consuming not to mention the problems of ensuring contact at the joints. Racing by various Cub Packs and Scout Troops was, and remains, very popular. As and when available the NISCAR members made use of it as well. Eventually the committee at Crawfordsburn allowed a track to be built on purpose built tables in a hall, which allowed it to remain up from September to April each year. Joint problems and a lack of grip on the surface eventually led to the track being replaced with SCX track sections (except the double Goodwood chicane). The circuit also uses DS lap timers.

A lap around the circuit goes as follows: - From the start straight approx. 8 ft to 90° left into 25ft straight, 90° left, 15ft straight, flick left and right into hairpin left, three straights, flick right into side by side long chicanes and flick right into 15ft straight. Next up a 90° right, short straight, flick left into 180° right through side by side skid chicanes, flick left into side by side long chicanes into hairpin left, through double Goodwood chicanes (the only point where all 4 lanes come together) flick right and left, short straight into 90° left and accelerate to start/ finish line. All 4-lane lengths are different, each in the region of

110ft, but as you get to race on all 4 any advantage is balanced out. Lap times vary from 11 seconds for Ninco F1s to 25 seconds for Formula juniors. (An SCX F1 Orange Arrows holds the lap record of 9.161 seconds.)

When the numbers of members justified holding race meetings we tried various formats. Currently the favoured method is to draw lots for heats, racing across all four lanes and using 3 - 2 - 1 points; the people with the highest score go through to the final. Depending on numbers turning up sometimes the next best also qualifies for the finals. Races are of 5 laps duration, what, very short I hear you say, but the best rule of all is 'if you come off you are out'. This means that occasionally races only last a couple of laps or even end after only one. But the big advantage of this is that we get through more races and there are few arguments about marshalling.

Currently we have about 20 members with about 12 turning up to each event. Dates for racing are given out, as we have to fit around Scouting and other events, but are generally every 2 weeks mostly on Sunday afternoons and also midweek evenings. As we are the only club in the North people travel from all parts, Newry, Ballymena etc. (100 mile return journeys for those without a map). We have also made contact with fellow racers from Dublin who generally travel up once or twice a year for All-Ireland events. Swapping, buying and selling goes on at most meetings so recently we haven't been having a specified swapmeet but are planning one for later this year.

Although very competitive the racing is all for fun and as they say in these parts 'The crack's mighty'. If you haven't got a car for a particular class then you will be able to borrow one from some of the other racers. Cars are generally kept box standard (except for specified classes) and this keeps costs low.

If anyone is interested in looking in on us then contact either Sinclair at 028 4275 8904 or myself at 028 9752 1034 about future races & meeting dates. ■



Hello Brian,

I just wanted to say a very big thank you for the amazing prize you gave me for designing the 2002 NSCC cover - I was totally bowled over by it, and didn't expect it. I have been extremely flattered by the positive response that people have given me about the design - hope people think it's representative of the hobby and don't get sick of it in the months to come. Always a challenge, always a pleasure to do.

Many thanks once again, and best wishes to all NSCC members for 2002, and also to you Brian.

Cheers,
Kevin Myler

.....

Dear Brian,

Just a line to say how pleased I was to be the recipient of the Scale Models prize car in last month's Journal.

I was absolutely stunned by the accolade considering that I had never written seriously until joining the NSCC and only then in response to Alan Slade's desperate requests and your subsequent encouragement. So to all you members out there with fond memories of our hobby, jot them down and send them in - if I can do it surely you can.

Finally, before this Letter turns into a Gwyneth Paltrow type Oscar acceptance speech, may I proffer my thanks also to Mark and Julie Scale for their generous donation. You have all made an old man very happy (or vice versa)

Mille Grazie
Tony Secchi

PS. I attended my first Swapmeet at Milton Keynes on Feb. 10 and agree wholeheartedly with your editorial. It turned out to be like a pre war Cup Final - I was among the first in at 10 am but left at 11.30 am because of the crowded conditions.

PPS. Am I mistaken or do I recognise myself as the Hobbit in Steve Westby's excellent 'Silmarillion' article in the January issue.....If so, he is right on. An amusing and inventive piece of work. Nice one Steve.



Hello Brian

I've just read February's Journal and felt I had to comment on "Westcountry rambles". I can't agree more with Vine Fennel's comments about the state of racing.

I went to the European Grand Prix in Hastings last year, the first I'd been to and the last. I couldn't believe my eyes at the obsessive behaviour by grown men. Shouting, moaning, marshals not paying attention, people continually being sent back to clean their tyres because of sticky stuff and some scraping of the inside of the body shell to lessen the weight. One chap had a controller which looked more like the star ship Enterprise. When confronted he stated; "It doesn't make any difference to the racing". Well why use it then? I could moan on for ages but the truth is a lot of people enjoyed it and, just because I didn't, doesn't make it a bad thing. All this took place at a Haven holiday site in a dark, gloomy hall which worried my kids and some of the racers worried me. I suppose nature has a way of warning us of the dangers before we approach odd looking things in this world.

January's edition of the Newsletter had a track test by someone who went on to test cars "straight out of the box", with a little oil on the axles and the armature bearings. Like that really is straight out of the box. He then mentioned his "well sorted Subaru" with floating body, trued tyres and hard wired guide. Have you seen a newcomer's face when his car is on the second lap and all the regulars have finished? How silly must that feel?

Then all the advice comes. "Oh yea mate, all you have to do is take the car apart, rip out the axles, true up the hubs, change guide blade and hard wire it, get that hollow tube stuff from the hobby shop, tighten up the hubs, glue them in place, run your engine in, UNDER load mind you. Then liquidise the inside of the driver and suck his insides out a bit like liposuction. Grind your tyres down; grind the inside of the body so thin that it's like a piece of paper. Then get an extra strong magnet, stick it in 1000th of a millimetre above the rear tyres. Then when your engine is glowing red with all the running in, glue it in place. If you can, try and get one of those electro magnets fitted. Once you know the car won't come off at a scale speed of 1000 Km an hour, replace your throttle with a light switch. When the signal for the start of the race goes, simply switch the light switch on, then 6 seconds and 15 laps later, switch the light switch off." All right, I'm going on a bit but these cars cost £20 plus. You think they would at least run right and if they don't perhaps we should send them back. Yes I know that a little oil doesn't count for serious modification and that the cars do need it, but it's all getting very serious out there. In my mind, how ever little it is, I think a well run in car with a little oil, is the best. Not too much fuss, just well run in and remember; it's only a toy.

There is the argument that doing all sorts of modifications to a car brings the best out and the best car and racer wins. Imagine if F1 was run with the same bodies, chassis etc. how boring that would be? All the cars having a chance of winning means I would have to stay awake all though the race instead of watching a McLaren / Ferrari front row start, go to sleep for an hour, wake up and watch McLaren / Ferrari win/ lose. Perhaps Minardi racers like me would have more of a chance if all cars

were kept more equal and modifications weren't allowed. I was racing a final at a club only to be beaten into second at the post by another racer. When his car arrived in front of me it had no interior or glass. His excuse was that it was rubbing and it doesn't make any difference to the car being lighter. Makes racing worth while doesn't it, or am I just being an "I didn't win" cry baby? I suppose it meant more to the other racer than me, after all it's only a toy.

If Vine Fennel could move to Essex and open a non-cheating, non-magnet, engines which won't launch cars into orbit race club, I would be willing to join. The only problem being that it might affect the greatest club in the universe, Brands Hatch.

Sorry about having to write to you again but I felt the same as Vine and had to add my support. As for Vine clearing out the garage, go for it. Mind you, don't fall foul of the big club Mafia who will do their best to mock you just because you have a little one or won't allow you on their web portals.

I've now written to you 3 months in a row, you won't put my letters in the Graham Smith file will you? Do I win £5?

Thanks

Doug Graver (a member of the RX motor fan club)

.....

Dear Brian,

re prize of Roger's book I have the following suggestion:-

How about passing one around at the next swapmeet to all the traders? They would all be issued with different coloured highlighters and could mark the mistakes in our own 'bible'. The one with the most highlights to his name would be awarded a copy and could carry it victoriously round the hall in front of his fellow traders! Frankly, like most members, I would like to commend Roger for his continuing efforts to make us aware of how our hobby began and the immense variety of products produced over the years.

On a slightly different tack, Scalextric have managed to survive some rocky times over the forty plus years of its existence and have provided us with a wondrous array of toys. Unlike some of the current manufacturers they have seen the danger of hiked up prices. I can foresee blood on the carpet before too long and there must be casualties. You can't keep asking people to pay inflated prices for cars that are mostly for racing; brake lights, photoetched parts and the like are just overkill. I don't think brake lights will do you much good at that price when your competition misses his braking point and destroys the back end of your car. At least Scalextric have the good sense to give us a choice of standard cars at standard prices; if you want the fancy extras you can upgrade at higher cost.

Anyway, playtime over, I will put the hobbyhorse back in the cupboard!

Regards

Dave Yerbury

.....

Hello Brian,

Suggestion for the Roger Gillham book competition; Write a short imaginary preface to Roger's book describing how his previous editions have influenced your own collection over the years.

All the best,

Carole and Russ Gannicott.



Dear Brian,

Having looked through the latest and perhaps best Scalextric catalogue for some years, I was moved to consider a subscription to the 'Racer' Club magazine might not be such a bad idea. If the new generation of Scalextric cars are to continue and improve, then a freeby limited FI, MG Lola or American classic will do very nicely thankyou!

Of course, before they start dishing out that kind of merchandise (not necessarily free) there will, no doubt, be a few years worth current or old stock to dispose of first (free perhaps?)

However, this now begs the question, are there plans for any future commissions regarding cars for NSCC members?

No doubt this is probably one the most FAQ's, but with Hornby seemingly so keen to redefine their position in the 'Sport' of slot car racing, perhaps now is a good time for the NSCC to approach the company and invite them to mark their 'rebirth' with something special for us enthusiasts old and new.

Best Wishes,
David Wisdom

The committee is currently discussing a new NSCC car but it is unlikely to come to fruition this year. However, if anybody has any suggestions for a particular model perhaps they would like to drop the Chairman a line.

.....

Hi Brian,

Good point about Milton Keynes! Can't understand it either. My point would be that every venue needs something additional. Clubs setting up a track that looks the part and encourages people to have a go, especially with new cars etc. would be welcome (sounds like I just volunteered!!).

As for Newark, well I have some experience of attending toy soldier swapmeets in Kelham Hall. Now we are talking, fantastic venue, old historic building in a lovely setting. Could use the ample grounds to tempt some car clubs out? Otherwise it is an area well used/visited by antique fair type people and overall is well situated, motorway etc. Oh yes, I would be happy to travel to Newark. I'd take a stand too.

Cheers
Jon Sword (SRA)

Dear Sir,

Firstly, how surprised and pleased I was to find I have won a prize in the Motorsport section of the Christmas 2001 Competition; my thanks to Hornby for their continued generosity.

Many moons ago, when Malcolm Parker was Editor, he asked for suggestions as to a revamp of the 'race tuned' nomenclature. (first announced in catalogue 8 I believe). I can find no record of any suggestions being published. Over the following years, new manufacturers have raised the game somewhat, but, what about a 'race-tuned' wishlist competition? (Dare I say to apply to Hornby products only - I'm not knocking them, they outnumber others by 10/1 in my collection.)

I'll attempt to start it off, some similar ideas to these are now to be found on current production cars of other manufacturers, some are fanciful.

1) A choice of Rear Contrate / pinion gears, from the standard 27/9 (3/1) ratio to a more responsive (in acceleration terms) 2.5/1, given that few 'carpet racers' have long straights where a higher top speed is required.

2) Milling or better still, splining of ends of rear axles to give a more positive location of wheel hubs to prevent 'axle spin' under hard acceleration. Where dynamic braking is used it would assist engine braking if the tyres decelerate at the same rate as the hubs as the rear axle. This would also reduce the occasions when the hub and tyre spin off. I have tested more than one new Christmas Present car and had a wheel spin off into the crowd (to great theatrical effect and applause/laughter, too I might add)

3) Positive fitting of pinion gears, the circular reinforcement on later plastic pinions is an improvement over the 'easi-split' pinion of old. Milling, or even splining of the end of the rotorshaft and (metal?) pinion gear.

4) Electromagnets responsive to voltage where more throttle = more downforce.)

5) Reintroduction of stub axles, as on earlier Sierras and XR2is, with longitudinally mounted hairpin springs acting on the axle ends and chassis bottom to allow a degree of front wheel float, and so reduce guide/slot chatter.

6) Toothed drive belts and axle pulleys for Audi Quattros / RS200s. Negative wheelspin on the front end is eliminated.

7) Worm gear driven lube dispenser for drivegear. Taken off the unused end of the Mabuchi motor, equivalent to a ScottOiler as used on Motor cycles. Perhaps of more use in endurance events.

8) Front Axle disc braking, upon deceleration a shaped brake pad thrown forward to act on the front disc, which takes the place of the front, Contrate gear on an SCX type 4WD car front axle. One could envisage yet another use for an electromagnet which holds a brake pad away from the disc while power is applied. The disadvantage is that although rapid braking into a corner is possible, one would have to power all the way through the bend. Having said that, the increased weight over the front end would help keep the guide blade in the slot.

9) Reintroduction of Ackerman Steering.

Inclusion of all of the above would be a great conversation point on a race night, but the poor car would hardly be able to move, so perhaps just a reduction of weight and centre of gravity is what is required.

Then again though, merely the reintroduction of the 'RaceTuned' Stickers and box ends is all that is needed. After all, one Mr. Lines said on the Scalex video that it was all a bit of a sales gimmick way back in the sixties.

10) Some genuinely round wheels and tyres would be great, mounted centrally on the axles, Slot.It products should not be necessary to avoid the 'loping gait' that many cars come with as standard.

Yours sincerely
Patrick Beane

How funny is it to collect identical cars?

BY HOLGER THOR NIELSEN

I felt more than hit by the question asked by Ken Elston in NSCC No. 235: “Enthusiast or lunatic?” Being a racer and a collector with more than 250 cars on my shelves I often have to ask myself this question, and things are getting really bad when my wife or a neighbour comes up and says: “Eeah, these cars are identical! Why on earth do you have two of them?”. This, indeed, needs a little bit of explanation.

I do not have one large collection of slot-cars. I merely have a lot of small collections of cars, which in my mind makes up a whole. For example some of the readers might be familiar with my tiny Tyrrell F1 collection (see NSCC No. 230). Another example is my “Le Mans Winners, Past and Present” collection (which might be an option for another article some day?). Today I will introduce you to my “DC collection”.

DC, you ask? Yes, of course, the sympatic and brave Scotsman driving for the West McLaren Mercedes team. Readers of my Tyrrell article will know my passion for Scottish drivers since the great days of Sir Jackie Stewart. Surely not many professional racing drivers would keep up their good mind and sympatic smile, should they ever face that amount of bad luck and misfortunes David Coulthard has received over the past five to six years. Yes, I am a DC fan!

David Coulthard made his debut into Formula One back in 1994 when he ‘inherited’ the Rothmans-Williams FW16 Renault after the late Ayrton Senna. He had some good races in his car with race number 2. In his last race of the year he scored a fine second place in Portugal, which secured him his place in the team for 1995. His car was released by Scalextric C.227, which was represented in Scalextric catalogue #36, #37 and (strangely) again in #39.

In 1995 he drove the Rothmans Williams

FW17 Renault with race number 6. He scored his debut win in Portugal, but might have won more GPs, if he hadn’t been held on a leash by Sir Frank Williams, who wanted his number one driver, Damon Hill, to score as many points as possible against the Benetton of Michael Schumacher. In catalogue #37 Scalextric offered the C.584 Williams-Renault with race number 6. DC ended up as a fine third in the championship.

Of course C.227 and C.584 are exactly the same cars except the race numbers, and they are identical to C.143 introduced as FW15C in catalogue #35. But in my mind they simply represent DC’s famous FW16 and FW17.

David changed to Marlboro-McLaren-Mercedes in 1996 and drove the MP4/11. Not an easy year, but he scored a good second at Monaco that year. His red and white car with race number 8 was offered by Scalextric as C.2004 from catalogue #38 to #40.

1997 was going to be a fine year for DC. In his West-McLaren-Mercedes MP4/12 with race number 10 he scored two victories and should at least have won two more. He won the first race in Australia, the first for Mercedes since 1955, and again at Monza. In Canada he was leading until he had an engine failure. On the very next lap the race was stopped. And in the last race in Jerez/Spain (European GP) he was called back by his team manager Ron Dennis to let his team mate, Mika Häkkinen, have his first win. Scalextric gave us his car as C.2124 in catalogue #39 and #40. This car made David third in the championship with 36 points, following the disqualification of Schumacher.

The next year brought more bad luck. David drove his West-McLaren-Mercedes MP4/13 with the same skill as always, but he only scored a single victory at Imola/San Marino. At the first race in Australia he was once again ordered by Ron Dennis to let Mika pass.

In Argentina he was wiped out by Michael Schumacher while leading the race, and at Monza he was a secure first until yet another engine blow up. He ended up with 56 points and was again overall third. David drove in 1998 with race number 7, but unfortunately Scalextric didn't produce this car. Finally they released some special editions through the 'Racer' magazine of the McLaren test cars with the 1998 race numbers on. At first I only managed to get hold of C.2204 A (race number 8 = Mika Häkkinen), but just recently Julie Scale helped me obtain a C.2204 (No. 713 out of 1.000 produced), which is David in his number 7 test car. This car thus has to represent his 1998 season for me.

In 1999 David drove his West-McLaren-Mercedes MP4/14 with race number 2 to victories in Great Britain and Belgium. With a total of 48 points he ended up fourth in the championship. Scalextric released his car under C.2261 in catalogue #41 and #42. Not only with an improved livery but also with new wheels and tyres.

2000 was a very strong DC year. In his West-McLaren-Mercedes MP4/15 again with race number 2 he was, for a long time the main competition for Michael Schumacher's Ferrari. He won again in Great Britain, in Monaco and at Magny Cours in France. His overtaking of Schumacher in this race was made as much with gestures as with the car. He ended up with 73 points which again made him overall third. As he drove with the same race number as the year before Scalextric didn't bring out a new car. I was just about to order one more C.2261 to represent the 2000 season, when Sean Fothergill kindly provided me with the special edition Carrera #25426 (number 109 of 3.000 produced). This is a very fine model of DC's car from the Magny Cours race. Best DC car out yet.

The 2001 season is now over, and with a total of 61 points DC came a good second in the championship in his West-McLaren-Mercedes MP4/16 with race number 4. This car is just to be released by Scalextric as C.2263. According catalogue #43 this should be the finest F1 car

out yet from Hornby. I can't wait to see it!



Despite some new wheels and tyres I know as well as you do, that all the McLarens from C.2004 to C.2261 are exactly the same model. But for me with their different liveries and race numbers they represent the models MP4/11 to MP4/14. Well, am I an enthusiast or a lunatic? Honestly I do not know, I just enjoy collecting them.

Should I one day find it boring to look at these identical cars, I can always take out my Minichamps diecast collection of exactly the same cars. Here I can in approximately 30 minutes study the different details, but then I have to put them away again, because they are static and can not race on my circuit. And that is really boring!

I am not proud of it, but I also have a Ferrari F1 collection of about 20 different cars. 5 of them are identical Scalextric cars with different livery and race numbers, and I know a few more exist. Unfortunately my knowledge of these famous red racers is not complete enough to write an article about them, but surely there must be a ferraristi or tifosi out there to do the job? And what about the Benetton? Plenty of work to do. Just look at Adrian Norman's fine article covering the Williams' in NSCC No. 229. Oh, did I forget to mention, that with a little (more than deserved) luck, Scalextric should in the near future be able to release a West McLaren Mercedes with the "David and race number 1" combination! ■

★ A Danish Coulthard fan has got to win ★
a prize for incurable optimism as much as
anything else. A rather special 'Motor Show'
Scalextric Ferrari F1 is yours Holger - 1 of only
12 produced.

Morgan rail racer

BY JEFF DAVIES

Last summer César Jiménez Carrasco was kind enough to send me for review a LKPP Morgan 4+4. The kit comes with a factory painted bodyshell but unassembled. What a paint job they have done on this! It was so well painted it would have shamed any white metal model kit. The car came complete with all the usual parts including beautifully detailed headlights, sidelights, indicators, grill, bumpers, etc. and, most unusually, a driver and passenger instead of the almost obligatory racing driver figure.

Realising that I would really like to do something different with such a beautiful product I decided that it would be interesting to assemble this car as a rail racer, as to my knowledge there has never been a Morgan rail racer. This caused several problems, not least among which was that the kit comes complete with the most beautiful stainless steel wheels fitted with low profile tyres. Unfortunately, the tyres were totally unsuitable for a rail racer. Realising I didn't have the necessary skill to build a chassis to the standards I wished to employ, or indeed to build a chassis at all, I handed over the kit to John Moxon. Below are his words on how he built the chassis and completed the car.

"The chassis is based on the standard Worksop design used from 1956 to 1961; same basic two tube design used with or without steering, usually steering on GP and non-steering on sports due to wheel clearance problems. Worksop used Triang motors but we've used a slimline to keep cockpit detail. To get the tubes level with the bottom of motor it is seated on 1/8th balsa sheet with a hole cut out to allow the armature to sit in the hole; the tubes are held down with masking tape. Emery paper the motor sides and use Carr's black flux smeared on sides and solder should take very well without too much heat. I prefer a Weller 75 watt stick type iron for plenty of heat. Standard Airfix gear is ideal for rail cars due to its small

diameter; care is needed when soldering axle tubes onto the main rails, too much heat might loosen/deform plastic gear. Electronic fibre/copper board is used to brace across the rear and provide body mount. The same is used at the front but 3 layers are araldited to get the right body sit. Negative shim/pick-up is 5 thou brass basically L shaped but L filled in to give strength; this is soldered to offside front axle tube. The winners of the British Championships 1961-1964 used similar pick-up but more definite L shape and thinner 3 thou brass. I believe Colin Sinclair was accredited with developing this method in the report on the 1961 championship. Front axle is 3/32" i.d. brass tube soldered in line with main rails to give maximum ground clearance with small tyres. The fibre board at the front is extended forward and to nearside and packed with similar to lower mounting position of shim, which is 5 thou brass soldered to head of 10ba brass cheese head bolt and bolted through insulation. To insulate the contacts score through or remove entirely the copper coating on the board. This design won the Worksop GP, 1958, 1959, 1960, Sports event 1959 and Harworth Glass Bulbs GP 1960."



I received the completed car through the post and I could not believe how beautiful the finished item was. It's almost a crime to race a car this nicely finished! I will be using this car at this summer's rail race which is to be held on September the 8th. ■

Milton Keynes - Paradise Regained?

BY NIGEL COPCUTT

Reading the Editor's thoughts on page 1 of the February newsletter 4 days after the Milton Keynes swapmeet, my first inclination was to do nothing and see (hope!) if someone 'neutral' might write in and comment. However, having thought about it, I decided I would respond straight away, if only in a paternal way, since MK is my baby and we have aged together.

So, firstly, to reply to specific points made – I do not consider the hall any worse than other swapmeet venues (slot or general), and if it is cold, blame the smokers who constantly open the fire doors for a swift fag. As for last Sunday, there were more people in shirt sleeves than top coats! But, please remember, this is a school gym, in constant use, so it will never be in pristine condition.

Hard to argue with any comments about MK as a town, (I don't live there!) but all I would say is that it has improved a lot over the last 30 years!

Jackie was gutted to hear you cannot get refreshments, selling 170 cups of tea or coffee, more than 70 rounds of sandwiches, 40 bags of crisps and numerous chocolate bars. She has done this for the last 4 events and is still suffering from butter-spreaders wrist!

On the subject of crowds – guilty! All tables sold as usual this year, and the 2001 record attendance beaten by around 30.

Brian poses the question, why is MK so well supported? I would offer the following reasons: MK is in central England, and Birmingham and London are only an hour away. It is bordered by the M1, and Luton airport is 30 minutes along it. The main line out of Euston passes through the town, and the station is next to the main bus station. Express coaches on the M1 all stop off in MK. At the campus there is plenty of parking, and like all buildings in MK, access to the hall is 'disabled friendly'. The huge City Centre

shopping mall is only a mile away, containing plenty of fast food outlets and more importantly if last Sunday is anything to go by, representatives of all the main banks and their cash machines! And don't forget, this swapmeet has been held at least once a year since 1986.

I joined the NSCC in 1983 and recall my first club meet vividly. Less than 20 tables, no new models, every spare you could want, and Steve De Havilland selling mint/boxed, unmade, Airfix Lotus Cortinas. Apart from spending every single penny I had with me (no credit cards then!), I spent a long time just chatting. In my view, things have now moved on. I reckon that at MK last Sunday there were at least a dozen stallholders earning their living that day (including me). When it comes down to paying the mortgage, would they rather have a nice bar and convivial surroundings, or club members eager to add to their collection waving £20 notes at them? And the stallholders who are not full time? You only had to be walking round the room like I was all day to see their plan of action; make a sale then dash off to spend the money at another stall! Judging by the number of people who were 'just taking this lot back to the car, then I'll be back for more', the members seemed happy with things too. There must be plenty of opportunities to race on layouts or chat about the hobby at club meetings, or when small groups of like-minded friends meet up at the weekend, but for the 5 hours at MK they mainly come to buy. It might be a Bugatti (how many was it sold on Sunday?) or a pack of tyres, but the stallholder is happy and so is the member.

Now don't get me wrong, I think meets like Evesham are great; Steve has always done a brilliant job just like the other swapmeet organisers. It would be terribly sad if they did not exist. But I have responded to comments from buyers and sellers, over the years, and done away with layouts, members tables, auctions ⇒

(I was the first to introduce them, in 1987!) and displays, and now just have the hall packed with tables full of models, and members trying to buy them!

I think Brian answered his own question in paragraph 3, where he illustrated the difference between MK and the others – most buyers don't mind an extra few miles or just a sandwich for breakfast so long as they have wide choice and a good chance of finding what they want – but surely there is room for both types of event? Long may both continue.

Finally, on the subject of an extra swapmeet, why not? Where is the harm in trying? I have lost count of the people who have asked why I don't hold a 2nd event in MK each year, for the very reasons Brian raised, i.e. huge choice and numbers through the door. The committee have rejected this idea to keep the club events spread around the country, so lets try a new venue and support it.

As I quite clearly stated in last month's editorial I was not getting at Nigel or the MK event but merely trying to elicit some thoughts about swapmeets in general. However, his reply has set me pondering about the general attitude within the club; I know we live in a commercial age but is it really true that all you want from your membership is the opportunity to trade? Is no-one interested in passing the time of day over a pint or two any more? Are demonstrations and displays merely irritations that interrupt the flow of dealing? Should the NSCC become a commercial organisation with a full time staff?

I may be an old cynic but I like to think that the club ought to be a bit more than a dealing room; mind you, in view of the pressure that some manufacturers and traders try to apply to me for their own commercial purposes perhaps I ought to join the Slot-Car Business and demand a large salary for this labour of love! ■

BRANDS HUTCH-

AS SEEN ON TV

BY DOUG GRAVER

Have you seen the film “Midnight Express”? Where the drug smuggler is thrown into an asylum? All the loonies exercise by walking around in circles, in the same direction, never changing, never doing anything different, going further insane. Just going round and around, round and around. One day the smuggler changes direction and becomes normal again. Hooray! What has this to do with slot racing? I don’t know but it’s something to remember next time you go to your local slot racing club and race your cars round and around every week with no change.

For seven great years Brands Hutch, soon to be on TV, has had continued success, surviving the onslaught from the larger clubs. The only club, as far as I know, to offer computerised pit stops, caravan racing, and night racing. The only club to offer more than just round and around, fast as you can races. The only raceway where you don’t have to be the fastest to win. Where the computer, with its random tyre wear, can decide whether you win or not. Where your decision to go into the pits could win or lose you the race. Because of its varied racing coupled with the fact that it’s more than just a plank of wood with track stuck on top, it has attracted the interest of a TV company.

NOWTV, a web based TV company, are putting together documentaries about people and their hobbies. For four months the director searched the web for slot car sites, both home and the large clubs, to film. One, above all others, stood out amongst the rest, Brands Hutch. Why? Because in the directors words. “It was interesting to look at, more than just bits of wood and your web site didn’t take itself too seriously. We didn’t want it to look too anorakie. After all, if you look at the big tracks, they don’t look much and their racing seems to be go as fast as you can, and then finish”.

When the TV chaps arrived, I finally believed all the emails and phone calls I’d

received. I thought for a while it might be a big club and web portal mafia plot to overthrow Brands Hutch’s success; a wind up after all the things I said about the big club and portal web sites. No, it was true. The best club in the universe had been picked above all others because it’s more interesting than just a plank of wood with track on. Brands Hutch’s variety of racing puts it above all others, no other club comes close. The final stamp of approval of its greatness. Today TV; tomorrow the world. I could start the novel now, Brands Hutch; you’ve seen the program now read the book. Release a video, Brands Hutch, Great Races and Crashes. Brands Hutch the CD, Great Sounds of the Computer. I could be famous, recognised as I walk along the street with shouts of, “hey look there’s that bloke who plays with toy cars on telly”mmm....maybe the fame thing isn’t such a good idea. I’ll stick to going down the garage with me mates and playing toy cars. That’s good fun.

When can you see it on TV? I haven’t got a clue yet but as soon as I do I will mail a letter to the Journal to let you all know. If you keep looking on the NEW 2002 Brands Hutch web site at www.brands.hutch.btinternet.co.uk, I will, as always, be updating my site with all the latest at Brands Hutch. There are pages with scratch built cars, meet the members and the ever popular competition page with the chance to win a new FLY car. There will also be a link to the TV site from one of my many interesting pages. The program, when it’s finished, is going to be shown “on demand” on the NOWTV site and every half hour on their TV channel on Asia Satellite. So, if you’re in Cambodia or Outer Mongolia, don’t forget to tune in. For those who aren’t on the web yet, did you know they also make colour TVs?

Brands Hutch racing consists of 35 laps, start the race, every time you complete a lap, a random amount of tyre wear is added to your⇒

car. Up to 25% tyre wear, you will have a 10 second pit stop. Between 26% and 30%, you will have a 12 second pit stop. After 30% you will receive a random amount of seconds, between 0 and 3, added to your pit time along with continued tyre wear. The longer you stay out, the longer your pit stop (longest being 21 seconds or the equivalent of 2 Brands Hutch laps). You have the option of staying out and furthering your lead or splash and dash. After you reach 38%, the computer has picked a random number between 38% and 60% at the start of the race; you stand the chance of a blow-out. All these calculations are independent for each track. When you do go into the pits, the computer returns your tyre wear to 0% and counts your pit stop down. It will give audible sounds for penalty seconds and when to leave the pits. As you can see, more than just round and around racing.

Some of the best racers have come unstuck because of the computer and its random tyre wear and random blow-outs. When someone does go for broke and gets blown-out, the race stops and the other racer wins.

Points are awarded so:

5 points for the winner, 3 for loser.

8 points if you lap your opponent, 1 for lapped loser.

8 points for the winner by default, 0 points for a blow-out.

With this type of points system, it makes it worthwhile racing until the end as there's 2 points at stake if you're lapped, so you need to get that lap back rather than just give up. Also with this system it makes it possible for anyone to catch up with the leaders. The leader could have luck against him on the pit stop side of racing or make the wrong choice of when to visit the pits. You don't have to suffer humiliation week after week of bad lap times.

Night racing consists of... err.... exactly the same, but with the lights off. Because all the Brands Hutch buildings are illuminated, the 26 metres of track are visible. We race the SCX rally cars with lights during the night races.

Caravan racing is as it says. SCX Porsche 911s coupled with caravans. A bit different from

round and around racing and it's fun. That's what it's about, isn't it? Brands Hutch is small by the big club standards but it still takes 10.5 seconds to finish the 26 metres of track. There are cups awarded every season for champion and runner up.

Main aim at Brands Hutch is to enjoy it; arguments are not encouraged. I'm never happy with disagreements at any club but alas they're becoming all too common. With increasing tweaking of cars to achieve faster and faster times, tempers are stretched to the limit. People accuse others of cheating, others are discouraged at the way their cars are left behind and some even chuck or stamp on their cars. There's one thing I never forget, it's a child's toy. No more, no less, a game thought up by an adult for kids to play with and enjoy. You can call it what you want, model making, competitive racing, anything you like but it is still a toy. Grown men begin to act like kids by throwing tantrums, breaking their cars, or just not playing anymore. There is the excitement of getting your lap time down to the trillionth of a nano second or scraping the inside of your cars body to get the weight down by a zillionth of a gram. I might have this wrong of course but I thought you should enjoy your hobby not go home unhappy with the evening's events. I just find it funny that we all play with toys. I can and do laugh at myself for doing it. I will continue to take part in this hobby as long as I can.

I would like to take this opportunity to thank SLOTSURFING for my continued link on his page to mine, along with the NSCC's link to Brands Hutch. You both have contributed to the success of the best Club in the universe and its 3,600 genuine plus hits. I will continue my links to your sites in gratitude. No thanks to other portals who didn't want my site on theirs. Your loss, I'm going to be on TV and you're not. Anyone who wants to advertise on my site will be welcome just as long as you can handle the fame and cost. If you want to come along and race at Brands Hutch please ring 07836 383645 or email brands.hutch@btinternet.com. You will be made most welcome but please remember your sense of humour. ■

Racing And Collecting Slot Cars

By Robert Schleicher

Book Review



By the editor

I had high hopes of this book as it is written by the same man who is responsible for the excellent 'Model Car Racing' magazine.

Sadly, it proved to be a disappointment; if ever a book was misnamed it is this one and the title should really fall foul of the Trades Description Act. Virtually the only mention of collecting in the entire work is the following sentence: "The cars in this book are meant to be raced and not just collected"! Likewise, actual racing is hardly the dominant feature of the book; its title should actually be "Nine Track Plans Repeated Ad Nauseam".

Allow me to elaborate - there are 128 pages of which 32 are devoted to 1/32 scale track plans - quite ok if every page contained a different one. However, each one is repeated for different makes of track; thus we have a 5ft by 9ft Indy F1 trackplan for Scalextric, another one for Carrera plus a 9ft by 12ft version for both tracks and even a 9ft by 14ft Carrera version of the same thing! Only a Wonderbra contains more padding than this book!

However, we are not finished yet as the latter part of the book is devoted to HO scale and, yes you've guessed, most of the plans are repeated in this section. How many versions of the Indy 500 oval do we really need? Not to mention the Darlington oval which, surprise, surprise, is markedly similar to the Indy one! Another twelve pages of plans in this section making a total of forty four - a third of the book.

The rest of it is nothing to write home about either; the introductory chapters about slot-car basics would insult a complete beginner - our own Tony Secchi could teach Mr. Schleicher a thing or two about explaining the real basics and the chapter about organized races is just a complete shambles padded out with blank race sheets for you to photocopy.

The book is absolutely stuffed with high quality colour pictures, several of which have the wrong captions, so if you like looking at photos of slot-cars this is the publication for you. On the other hand, if you actually buy a book to read, then you are likely to be somewhat disappointed.

If it were two thirds of the length and half the price it might be a viable purchase but, as it stands, I would advise you to save the £17.99 cost of this publication and buy a few copies of the magazine instead; you will get a lot more worthwhile reading for your money. ■

Early memories

BY GLEN JACKSON

I'm yet another of those members who enjoys the Journal and eagerly awaits its arrival each month but who has yet to put pen to paper. However, I have finally taken the plunge so here are my own personal recollections of a hobby I've had since the 60s.

My earliest memories of Scalextric are of my brother and I using C73 Porsches; we did have a set but, alas, all trace of it has long since disappeared. My interest was really kick-started in 1980 when I started work and had some money to spend. At this stage my collection solely consisted of the FJ. Porsche, a C50 JPS Lotus and a C52 Escort Mexico!

During the next eleven years it grew steadily and my parents had to put up with Scalextric track all over the lounge floor for days on end. I joined the NSCC and occasionally raced at the Wood Green club during the week; quite a trek for someone who lives in Southend!

In 1991 I bought my own flat, complete with a loft which was perfect for my Scalextric; it was fully boarded and lit but no heating! Then, in 1995 I moved to North Essex, got married, had two lovely children and requisitioned the garage for a permanent track. This is approximately 66 feet in length and is hinged to allow proper use of the garage if absolutely necessary. As those with children will know, use of the track is somewhat limited but my collection continues to grow as I know that I will be able to use them one day.

This leads me to the main point of the article - what make of slot-car is best for a home circuit? My requirements are that they should be box standard and have their magnets removed. Although I enjoy Magnatraction I personally believe that true racing should be without them but that is another debate.

My collection includes Scalextric, Ninco, FLY, SCX, Proslot and Cartrix although I have yet to race the last two. I have found that FLY cars without the magnet are too light and a long way off the pace. The earlier SCX (Matchbox)

cars have rough running gear and lack speed but the more recent models look more promising. The older Scalextric cars lack stability but are quick on the straights; no doubt the current models are a vast improvement but I have yet to try them.

That leaves the earlier Spanish Scalextric imports and Ninco; cars like the RS200, Ferrari GTO and Toyota Celica were superb models in the early 90s and still compete with the best but, overall I would have to give the title to Ninco. Nearly every model, straight out of the box, magnet removed, runs like it has been used for years. For those of us who have little time to work on our cars they have to be the answer.

I look forward to hearing other members views on the subject and I hope to update my own results as I now possess a decent lap timer to make objective assessments.

Happy home racing. ■

The lure of rubber from downunder

BY RICHARD WINTER

Now that I have got your attention from the alluring title (which will probably be amended by the editor!) I will explain.

But as they say “in the Beginning” Christine and I made our annual pilgrimage to the sun, empty roads, barbies on the beach and friendly people of Western Australia for Christmas. Whilst the long suffering Christine thinks this journey is merely a holiday and visit to her family the ulterior motive, as with all collectors, is to find that long lusted after car, or in my case as those of you who know me, that missing catalogue! We managed all the normal holiday items like lounging on the beach, feeding wild dolphins, being driven up a vertical (well it seemed like it!) sand dune in a four wheel drive vehicle by a laid back Australian who did not seem to understand that wheels are meant to stay on the ground but could I find any Scalextric, could I h**l. I even went racing with the locals, well, I went racing and they went winning, it must have been local knowledge as I

had a lot more experience than all of them, or perhaps another way of looking at it was I was older! We had a great Christmas in the sun and even that did not generate a car so I was rapidly coming to the conclusion that this journey was not going to add to my collection. However that all ended when a parcel from New Zealand arrived on our door mat in Perth. I had won an auction on Ebay in October and had asked for it to be delivered to Australia. Don't ask why it just seemed a good idea at the time as it was an early set made by Tri-ang in New Zealand. However what I did not expect was to find that the rubber track was actually made in New Zealand by a firm called REIDRUBBER. So now we have another mystery from those early days because why was the mould for the rubber track sent to New Zealand, and if it was sent there as we know it was where else has Scalextric track been made. I have some from Australia, Canada, France, Mexico, Spain, and now New Zealand. Any others? ■



B.B.C. *

*Bends, Banks and Curves

BY TONY SECCHI

Some of you with long memories may know that I have a two lane 60ft long Scalextric home track in my spare bedroom. It is based on the old Monza circuit with the two famous banked curves - Curva Nord Velocita and Curva Sud Alta (North and South).

These banked curves were installed as flat on my circuit because at the beginning it was a temporary affair, which could be stood vertically on its base against the wall when not in use. However, over the last three years with regular racing, testing and individual use (mine) it has now become a permanent fixture, we can't even wait the two or three minutes that it takes to lower it and plug it in.

Inevitably, as this situation developed, I was inundated with requests to make the curves banked as they are on the real circuit, which, although not in use today, are still there.

If you go to Monza and position yourself at the exit of the "Curva Parabolica" just before the start/finish line you can see the end of the South banking where it descends to run parallel to the pit lane. In fact today the pits have been extended to cover this piece of straight, but those of you with long memories may remember that the cars used to run on the Grandstand side with a line of plastic cones demarcating the old straight between the two curves.

If you then go to the other end of the pit lane past the start/finish line or at the 'Varianti Rettifilo' chicane you can just make out the start of the north banking as it breaks to the right and crosses over the 'Curva Serragio' just before the 'Varianti Ascari' chicane.

In my youth, I was lucky enough to visit the south curve, seeing the track surface, the slope, and the supports underneath. It was, and still is, an awesome sight, if in a sorry state. Just like Brooklands is today.

The banking was only used intermittently as part of the full circuit. In 1922/23 both banked curves were used giving an overall track length of 10K (6 miles).

In 1935/37 the south banking only was used with a small temporary chicane - overall track length was 7K (4.5 miles) The full circuit returned in 1955/56 and 1960/61 when the Parabolica was built - track length as before, 10K. Monza today with Curva di Lesmo and Curva Grande modified is about 6K in length (about 3.5 miles).

Anyway, that is enough history, back to the point of this article. Using Scalextric track, the two flat curves I have are comprised of 4 outer curves - C153 each side of 1 No. half straight - C159 (south curve) and 2 standard curves — C151 each side of 1 No. full straight C160 (north curve). Although in real life the two banked curves of Monza are the same radii/length and angle, on my track the north curve is one track width narrower than the south to give more variety. Obviously, the easy way to bank curves is just to prop up the outer circumference progressively around its perimeter. However, this does not give a true 'banking', in fact it gives a rising curve instead of a flat one. The basic problem with Scalextric is that they only do one banked curve section - C187 (if any now, as this piece is not listed in the current catalogue). C187 is a 35 degree banked curve based on a 60 degree Arc. That is to say 3 curves make a half circle. As all we Scalextric track nuts know, all the other flat curves are based on a 45 degree Arc with 4 curves to a half circle. You do not have to be Einstein to work out that 3 and 4 are not compatible, so that trying to install the C187 banking into my existing track would be impossible. So I had to look elsewhere and the research led me to investigate the four main track systems currently available.

For simplicity, I have just listed the basic standard sections and sub divided the systems -

Scalextric

(3 inch 75 mm lane spacing)

- 4 basic straights - C157 short
 - C158 quarter
 - C159 half
 - C160 full
- 5 basic curves - C153 outer
 - C154 half middle
 - C151 middle
 - C152 half inner
 - C156 inner

banked curve - C187 (approx. similar to C151 but with an inside and outside radii smaller due to its banked angle)

SCX

(basically the same as Scalextric except where noted* or omitted)

- 3 basic straights - 84040 quarter
 - 84050 half
 - 84060 full
- 4 basic curves - 84010 half inner
 - 84000 middle
 - 84020 outer
 - 84030 outer/outer (this

curve is not in the SScalextric system but can be fitted around the C153 outer curve - just)

SCX track has a considerably rougher texture very much like Ninco. It can give better roadholding and you either like it or you don't, but I have used it in part of my track and it makes no difference.

Ninco

(3 1/2 inch - 90 mm lane spacing)

Ninco uses the same 45-degree curve geometry and the same straight track length as Scalextric (almost), but because of its greater width will occupy a slightly larger area.

- 3 basic straights - 10102 full
 - 10103 half
 - 10104 quarter
- 4 basic curves - 10106 inner
 - 10105 middles
 - 10107 outer
 - 10108 outer/outer

Adaptor straight -10110 half (Ninco to Scalextric or SCX very useful if mixing)

Carrera

This is a 1/24 scale track which has very versatile curves, banked and flat, but as it has a 4 inch (102 mm) lane space and 60 degree Arc it is not compatible with the three others. However, Scalextric could take a leaf out of Carrera's book if they are thinking of updating their track sections.

- 3 basic straights - 20611 third
 - 20612 quarter
 - 20509 full
- 4 basic flat curves - 20571 inner
 - 20572 middle
 - 20573 outer
 - 20577 half outer
- 3 basic banked curves- 20574 inner
 - 20575 middle
 - 20576 outer

Scrutiny of these lists will show that my choice of replacement \banked curves was very limited if not non-existent. The Scalextric C187 did not fit, SCX does not do banking, and neither do Ninco. Carrera do great banked curves but are the wrong scale and do not fit, so I had to look elsewhere, compromise or both. I did both.

Firstly, I phoned my friend and supplier Sean Fothersgill of Pendle slot racing. Not only is he a regular competitor and enthusiast, he has a great stock of cars, track, parts, accessories etc. and a very vast knowledge of our sport. I explained my problem and like a flash, he had half of it solved.

In the sixties Scalextric made a 'speed banking set' -catalogue no. PT/97 which comprised of 4 banked standard curves (yes - 45 degree Arc) to a half circle and two banking approach pieces - 1 left and 1 right hand, along with 4 variable triangular supports. This made up the complete set, which Sean supplied to me in its original box. Minimodels made it at Leigh Park, Havant which was then part of the Lines Bros. group.

Being based on the standard C151 curve,⇒⇒

this set was a simple replacement for the north curve. I had to change the C160 full straight for a C159 half straight and two C158 quarter straights due to the slightly compressed radii and the 'leaning in' of the banked set, but track sections are flexible (up to a point) and it fitted beautifully. Once again, Sean had baled me out and I was very thankful.

However, the south banking was still not resolved. I toyed with the idea of using 8 SCX outer/outer curves (84030) and propping them progressively from the rear, but I had tried this with some spare basic curves and as stated previously it did not 'bank'

My South curve has a half-straight (C159) at its apex and by angling this and anchoring the inside edge to the track, I was able to 'force' a gentle banking into the curve. Supplementing the straights, I cut to suit variable sloping wedges of 25-mm thick dense polythene sheet which, inserted at every track section junction gave sound support for the whole curve. I used cut to fit tapered stiff black card vertically around the outer periphery and black masking tape to cover any irregularities around the inner radii. I did the same with the north curve.

OK ! OK ! I know that both curves are not the same as in the old Monza, but this is 'model world' and you have to do the best you can. Besides, the overall width of my two curves varied anyway. Two different banked curves give us drivers two problems to counter, not one if both curves had been the same. This makes the circuit more interesting, less repetitive and requires a modicum more of skill.

Finally, I had to put some thick cardboard vertical barriers on the outside of both banking to stop some of the drivers taking off into the carpet. On the PT/97, banking this is not due to excessive speed but to the lack of it. On any proper steeply banked curve, you have to drive in and out at high optimum speed. It is the momentum generated by this speed that 'glues' the car to the track - think of 'wall of death' riders at funfairs and you will get the gist. Some of my mates were braking going in and they paid the penalty by dropping off the curve to the

bottom, but they soon got the hang of it. The south curve being of a much slighter bank can be driven similar to when it was flat.

So there, you have it - two revised curves, each with a different driving discipline and not detracting from the variety of the layout. After a week or so, it is working well and my mates and I are very pleased with it. Times are 2/3 seconds quicker over a 10-lap race and adjustment has to be made in other corners when coming off the bankings due to this increase. It is almost like having a new track and overall, even if I say so myself, I am very pleased with it.

In closing, my thanks must go to Sean Fothergill for set PT/97. Like all the retailers who advertise in the Journal, he is a practitioner and an enthusiast - always ready to offer advice and experience. To any new or returning member I suggest giving one of them a ring. You never know what you might learn and after all, they are all NSCC members. ■

A beginner's Guide to... Transformers

BY FEEL ETGOOD

Many people take electrical power for granted, but one of the most critical components giving a racer that "edge" is the hand throttle and transformer combination.

The early tinplate sets had a simple battery box for three Ever Ready batteries with an on/off switch to pass for hand controller, a little perhaps like the throttle response of a modern Grand Prix car....

The first transformers were not even made by Scalextric, but came from a Hertfordshire firm by the name of H&M. Sales tax regulations meant that these were provided separately but soon Scalextric entered into the fray with their "Smoothflow" brand. These are still comparatively easy to pick up at swapmeets and generally can be found in unboxed condition without too much of a search. Later on, the weight of the transformer meant that sets were often supplied without one and local supplies were sourced in each country. This made good business sense for two reasons:- firstly, transport costs were kept down; and secondly, local variations in voltage could be accommodated by using locally badged products. A description of a selection of the local variations follows:-

English transformers - always provided identical voltage for both rails as quality control standards meant a level playing field was expected. Ones manufactured in the late seventies only worked three days a week. A note in the instructions explained that this was actually the fault of the current Conservative Government.

French transformers - naturally wired to make the cars go the opposite way, these usually had a small indentation on each the side which could hold a couple of Gauloise whilst racing. The use of a special "Farmer's Hand Throttle" (not listed in the catalogue) made the opposite car come to a standstill unless pocket money was

raised to acceptable levels as dictated by the EC Common Pocket Money Policy. If this was not done, the cut-out switch would not reactivate for up to six months and spread manure (cat no A207) over both lanes.

Italian transformers - wired the same way as the French, except that they also had the very limited "Edizione Speciale" which was only available in red. A club racer armed with one of these would find his car would always pull away from the opposition at a guaranteed one second per lap but would unfortunately break down in a cloud of smoke two laps from home. Despite the speed, these were not good sellers because they could only be serviced at authorised dealers (a full service history being essential to maintain the second hand price of said item) and the price of each service was the same as a standard production Ford Escort car. That's the real road car, not the Scalextric version.

German transformers - Legendary for reliability. Using one of these delivered 12 volts plus/minus 0.001 volts no matter what the condition of the mains supply may be. These have fared well on the second hand market because the parts are all still available from a large warehouse in Munich.

Spanish transformers - Wonderful design that went down a storm with the parents - early ones are basically UK spec but the cut-out switch automatically cuts-in to stop all racing between 1.30pm - 4.30pm come what may.

Mexican transformers - No one knows much about these because none of us have got the balls to connect one to the mains. Could be something to do with the dodgy metal casing and the skull and crossbones symbol on the back.

American transformers - Naturally bigger than our ones. Over there, over amped and over clichéd.

Feel Etgood will return.....



A knobbly story

BY DAVE YERBURY

Headliners for five years from 1954 Lister Cars took on the might of Aston Martin and regularly beat them.

From humble beginnings two young men from Cambridge formed the Lister racing team; Brian Lister the designer and Don Moore the engine developer along with an ex-travelling salesman as driver - the debonair, fun loving and fiercely competitive Archie Scott Brown.

It is a well known fact that Archie's right arm was not all that it should have been. As a child he also had badly malformed legs, but he was able to overcome this and entertain the crowds who came to love him. The No. 1 exponent of the four wheel drift, in his heyday he could mix it with the best. The Lister started 1954 with an MG 1500 engine in which Archie was to prove his ability. He was to hone that ability towards an art form with his next conveyance that year, the Lister Bristol which would power him to 4 wins and a host of places.

The Bristol Car Company began selling engines to allcomers after they fell out with Frazer Nash in 1952. The engine was largely a copy of the BMW 2 Litre unit from the 328 sports car. The story has it that this engine was one of the spoils of war. Apparently in 1945 someone walked into the wrecked BMW factory, catalogued all the parts and drawings necessary for manufacture, loaded it all on a Stirling Bomber and flew it all back to the U.K.

Lister's success in 1954 attracted a lot of customers to its works in Abbey Road Cambridge looking for a car for the 1955 season. Most chassis were supplied in kit form to avoid purchase tax. A choice of body was between the Wakefield Barchetta or the aggressive Thomas Lucas' design similar to the works cars with the fins on the rear body work.

The 1955 season saw Lister start with a modified Bristol engined car in which Archie was virtually unbeatable. But the long stroke engine was by now getting a bit long in tooth.

During the season Lister acquired a Maserati engine after being fascinated by the one man who could get near them that season, Roy Salvadori in his A6GCS. They had high hopes for it in the coming season.

The 1956 season started badly and got steadily worse. On the car's first run it snapped a camshaft. Only a few moments of pleasure in the season but it was mostly downhill for the beautiful car. There was a light at the end of the tunnel for the coming season with the news of Jaguar's temporary withdrawal at the end of 1956.

This freed up a few works engines to privateers. Jaguar had been backed by Shell and its withdrawal left them with a narrow marketing window. They needed a British manufacturer; with Lister already with BP fuel they could not resist the weight of Shell Mex BP.

This backing doubled the start money straight away. Dunlop tyres for whom Archie had a testing contract also helped the project. Lister could not really say no to all this.

The new (Knobbly) Lister Jaguar for the 1957 season was said by some to be a Lister Maserati on steroids. Labelled Britain's fastest sports car, for the next 3 years it was the car to beat. This was a car designed specifically for Archie. Because of his small stature they were able to put the engine way back in the chassis to improve the handling and balance. Perhaps the only failing of the car was keeping the inboard rear brakes cool. The car ran with no servo assistance; due to Archie's driving style he tended not to use his brakes as much as other drivers. This was the start of three years of British sports car dominance. The season added up like this: - of 14 races Archie entered he won 11, was second in 1, minor mechanicals in the other 2 whilst leading but recorded the fastest lap in both. To prove that dominance, at every track the lap record was either equalled or broken for unlimited sports cars.

In America news of the Listers' dominance had reached Cunningham who was looking for a successor to his "D" Type which was overweight against lightweight Italian opposition even in 3.8 Litre guise. Lance Reventlow of Scarab had already looked at the Cambridge marque at the end of 1957 but thought he could better the Lister chassis. Cunningham came to Abbey Road in September 1957 and did a deal for two 3 Litre cars using Jaguar's own works engines ready for the first event of 1958 at Sebring. Shelby was also interested for he knew that as a sprint car the Lister was unbeatable. He was also keen to put a 4½ Litre 400 BHP engine into a Lister prior to him making the Cobra.

Cunningham had chosen wisely and went on to dominate the SCCA for 2 years with Walt Hansgen proving even more dominant with the Lister than he had been previously with the "D" Type. Hansgen was SCCA Champion in 1958 and 1959 with his team mate Crawford 2nd and 4th both driving the Willims and Pritchard knobby bodied Lister.

Archie was to die at Spa after an unfortunate crash, from the burns he received. Salvadori had likened Archie and Brian Lister's partnership to that of Chapman and Clark. For the BARC meeting on the 19th of April 1958 at Aintree Ecurrie Ecosse had their Lister entered to be driven by Maston Gregory; at the later Silverstone meeting Lister had a second car running for Wolfgang Seidel. The Écosse Lister was back but looking a little different from a certain angle. The front knobby wings had been pared back almost to the windscreen; it seemed to work as Gregory was only just behind Archie on the grid. In the race Archie lost the lead on lap 7 to Gregory who disappeared into the distance to win by 26 sec. This modification seemed to improve the Écosse cars roadholding. Archie was beside himself (he had driven as hard as he could) as he was unaccustomed to losing. This continued at Spa in a private duel between Archie and Gregory. The competition between the two was fiery and on lap 3 Archie dented his nose on the back of the Écosse car. Spa is an infamous circuit with localised showers liable to crop up at any point around the circuit during a

race. It was to be one of these at Seaman Bend that was to prove to be Archie's downfall. As he approached the corner flat out he lost control, glanced the clubhouse and gouged the Seaman memorial; he was still fighting the car, even managing to avoid a slow Ferrari but, having done so, he got onto the grass and hit a road sign which ripped off the front right wheel. He became a passenger; the car left the road just missing the crowd, ending up semi inverted and on fire. The fire was very intense and in the time it took to free him the damage was done.

His memorial at Snetterton reads as follows:

W. A. Scott-Brown 1927-1958
He represented everything that was
best in the sport.
71 Firsts, 34 Seconds, 12 Thirds.

Lister would go on to modify the works cars with the flared in wings similar to the Écosse car. The nose was also lengthened by a couple of inches. For the rest of the season the car was to be driven by Bueb and Moss amongst others. Lister cars were considered front engined and muscular but it was feared that the knobby body was getting a little dated. To most people's eyes it was a masterpiece of styling with swooping curves and a raucous engine. The Malcolm Sayer design would be transformed for 1959 by Frank Costin.

The car's fully aerodynamic body should have been a success. But it was less manoeuvrable on the tight circuits for it had been designed for the long sweeping tracks. Moss had commented to Lister that he should revert to the knobby body as he found the car difficult to place on the track.

Jim Clark's Border Reivers knobby Listers performances were to earn him an F1 drive. In 28 outings he managed 12 firsts, 4 seconds and 2 thirds. The car left a lasting impression on him; he said that the Knobby Lister had taught him a good deal about racing and, although a beast and occasionally vicious, it was more fun to drive than the Aston Martins. 1959 saw Lister struggling against the smaller engined fleet footed new breed of cars. On 23rd July he ⇒



announced his retirement from motor racing at the end of the season. Three days later Bueb crashed at Clermont Ferrand; the injuries he sustained were to prove fatal a week later. At the same meeting Halford had also crashed in a Lister. On the day of Bueb's death Peter Blond crashed heavily at Brands Hatch in a Costin bodied car and was lucky to walk away from the accident. On his radio on the way home Lister heard that Behra had been killed at Avus. He would have been Lister's works driver next year. Also missing Archie, Lister decided to call it a day.

It had proved in the 6 years they ran that a small skilled engineering company could take on the best and win; Archie and the others had been the David to the major manufacturers' Goliath.

I have been making Vacformed plastic bodies for years and after finally having mastered the process I decided to try my hand at Fibre Glass. This is my first attempt of which I am quite proud. My second car is a BRM V16 which I will write about soon. The Lister body sits perfectly on a Ninco Porsche 356 underpan; held in the shell by two araldited plastic posts on which the body is screwed. It also comes with a fit yourself clear windscreen. ■