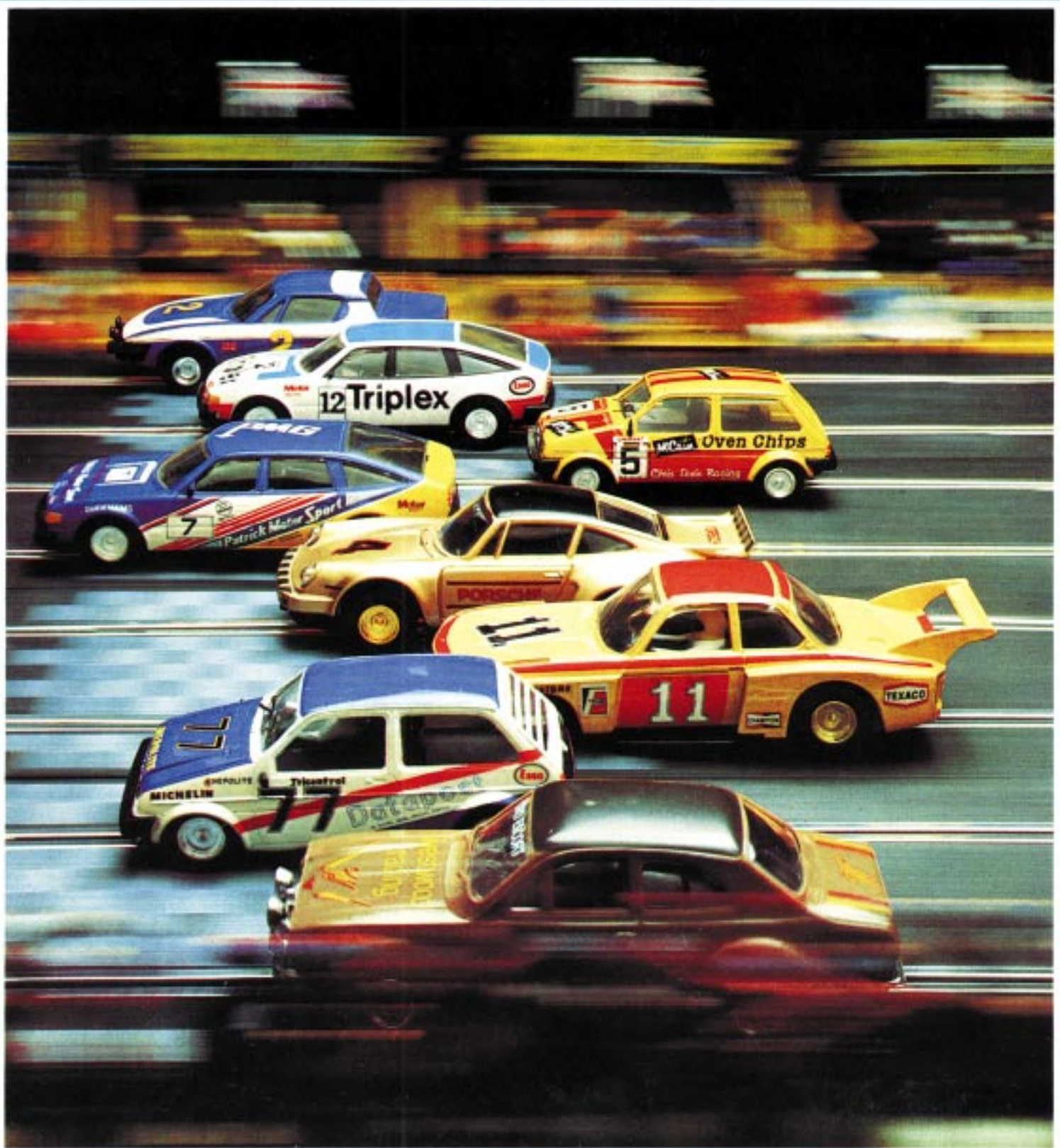
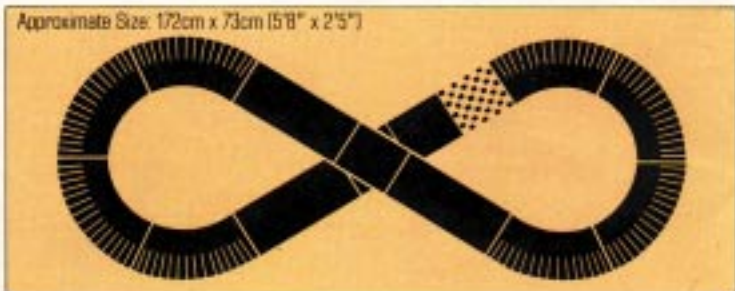
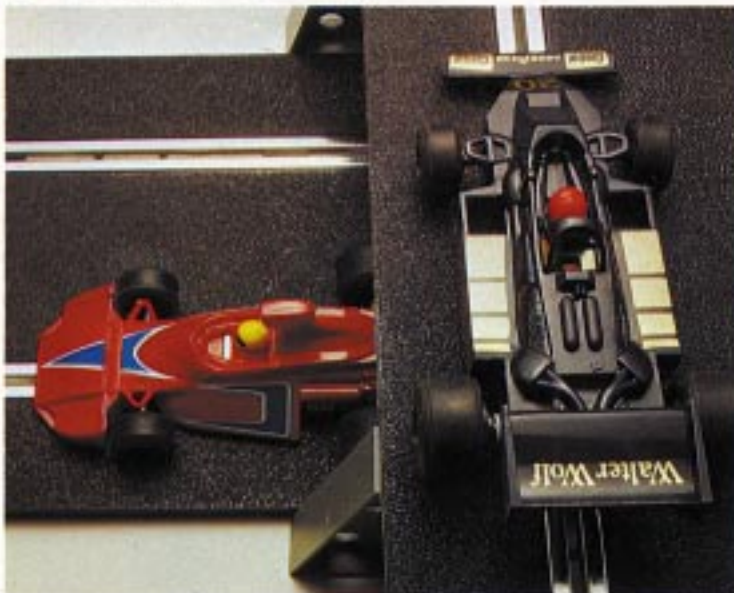


SCALEXTRIC[®]

ELECTRIC MODEL RACING CATALOGUE 23rd EDITION 1982





GRAND PRIX SET C.660

With the up-and-over figure of 8 circuit, Scalextric High Speed Banking on each bend and two high performance racing cars the Grand Prix set offers any would be racing driver a flying start into the world of model motor racing.

The real world of Grand Prix racing centres around ultra fast top performance cars reaching speeds of around 185 m.p.h. on some sections of the racetrack. This sort of performance has to be achieved lap after lap if the car and driver are to have any hopes of winning a Grand Prix.

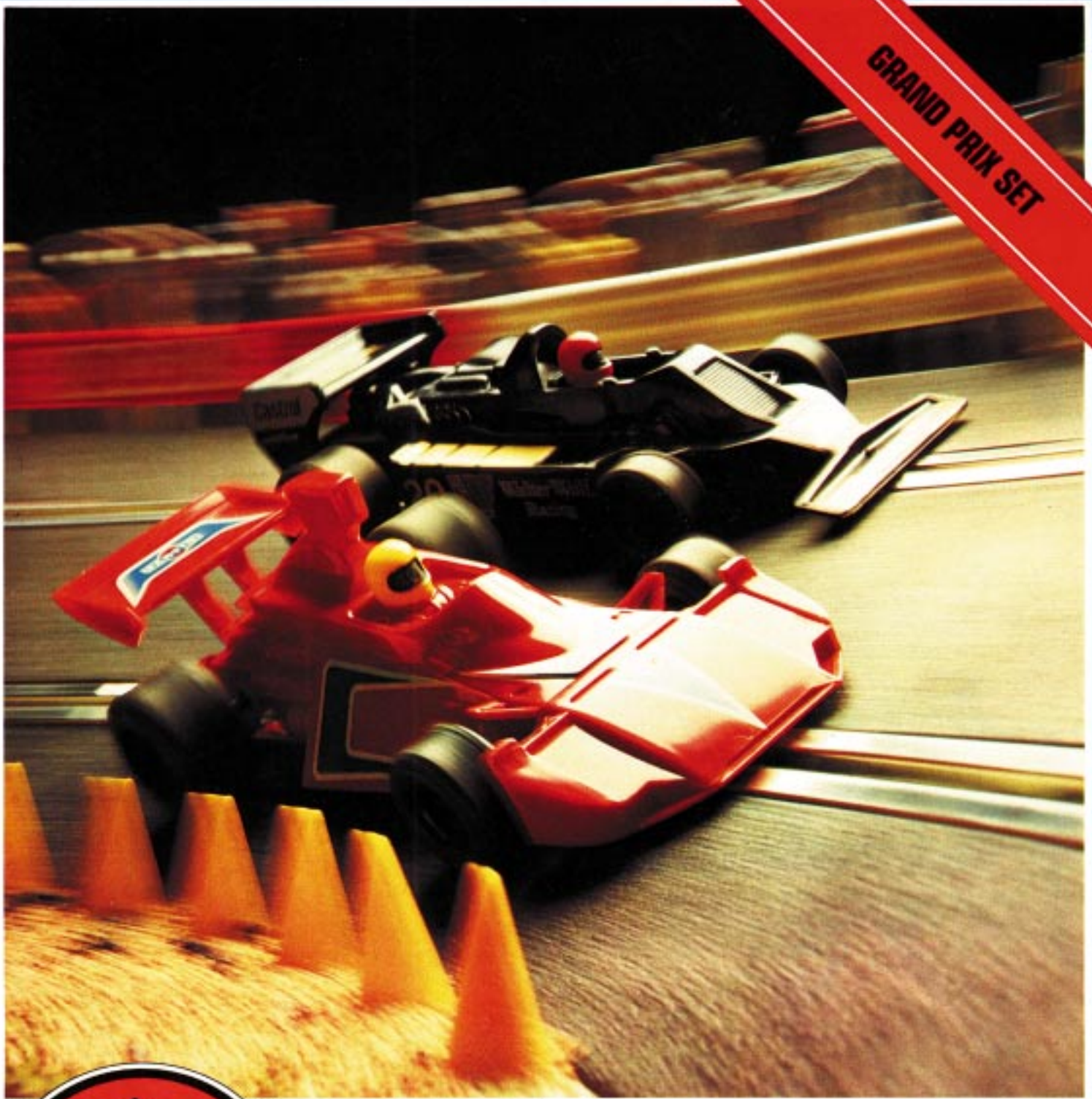
Continuous high speed running is just what this Scalextric set was designed for. The figure of eight layout ensures that both cars have racing lanes of equal length and with the banked curves at either end these cars can really be put through their paces. The dark blue Wolf WR5 and the red Brabham BT46B are typical of the highly engineered cars that can be seen in real motor racing.

A detailed transfer sheet is provided to enable additional decoration to be included on each car. This gives each driver the opportunity of adding his own personal touch to the presentation of the car at the start of the race. A speed computer is also included to enable each car's real scale speed to be calculated. Each competitor's performance can thus be compared with that of today's world class racing drivers.

Figures and scenic material not included

SCALEXTRIC

GRAND PRIX SET



**HIGH SPEED
CONTINUOUS
RACING TO TEST
YOUR NERVE AND
ENDURANCE**



<http://www.SLOT32.de>

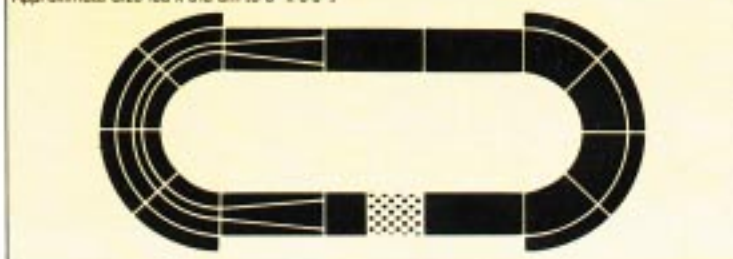


Figures and scenic material not included

ACTION SPECIALS



Approximate Size 190 x 915 cm (6'3" x 30'")



BANGER RACING SET C650

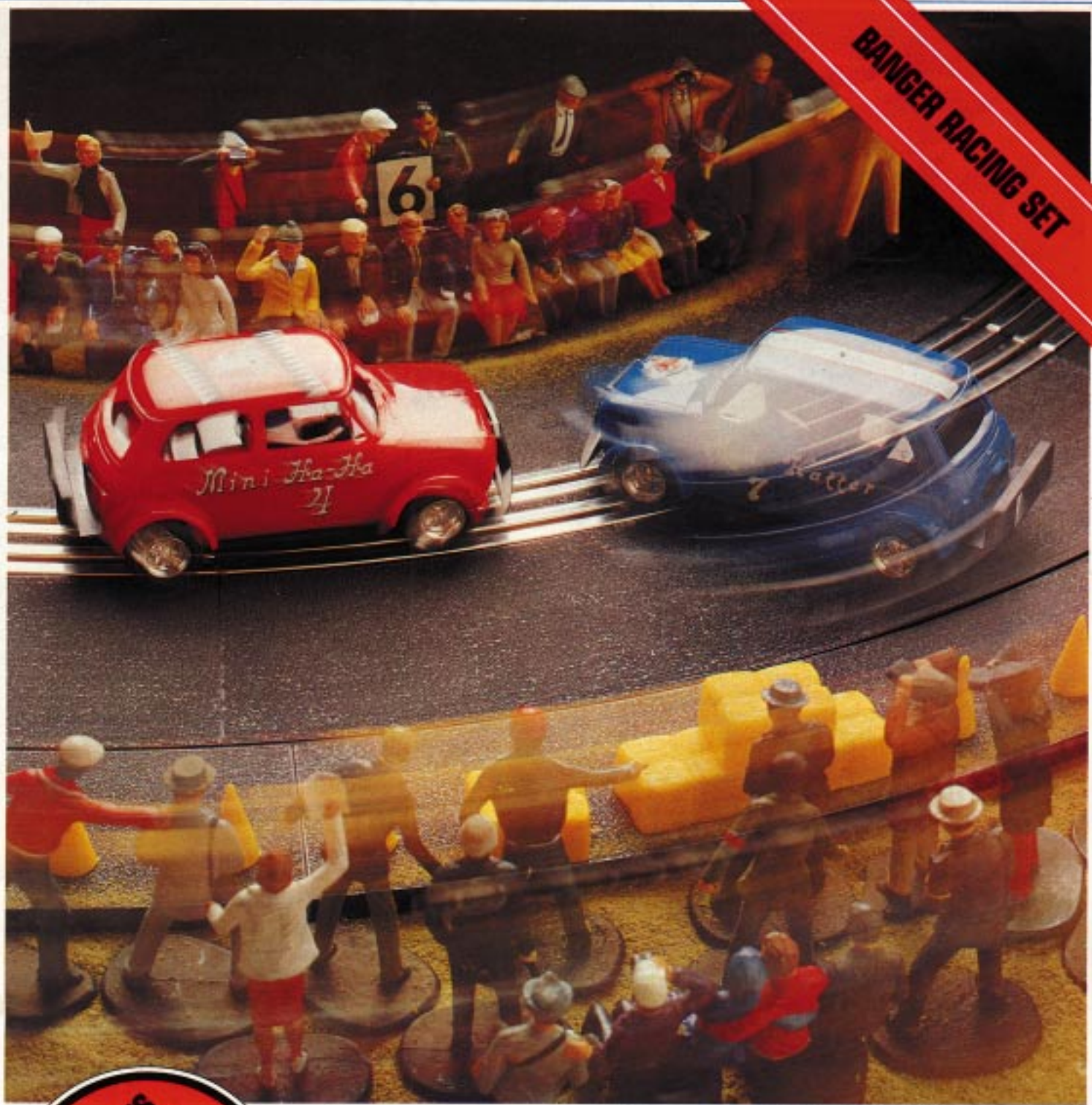
This neat oval track circuit includes chicane curves and track borders. Combined with the turn around action of the two Banger Minis it provides fun and excitement for both competitors and spectators alike.

One of the fastest growing spectator sports in the country Banger Racing is becoming more and more popular. Many circuits provide action and amusement for the crowds as drivers race around the course in their battered machines.

The objective is to complete a set number of laps before your opponent. This is achieved by various means including both straight racing and crashing into other vehicles in an attempt to hinder the progress or eliminate them completely. The Scalextric Banger Set contains 14 pieces of track, together with 8 track borders. The cars Mad Katter and Mini Ha Ha are decorated as typical bangers and feature the turnaround action that allows them to spin and race back in the opposite

direction whilst coming on flat curves. Standard hand throttles are used thus allowing other conventional cars to be added to the circuit later on. An Aeromotors hanger tunnel is also included in the set to provide additional excitement. Stop inside the tunnel and if your opponent is not concentrating he may fail to recall the direction in which you are facing and you will have the opportunity to catch him unawares. These features combine to make this an ideal starting set to begin Scalextric racing.

BANGER RACING SET



**SPIN TURNS
AND TAIL-OUT
SLIDES FROM THE
FORMIDABLE
CHICANE CURVE**





NEW

V8 CHAMPIONSHIP SET C.666 HIGH POWER RACING ROVERS

An exciting new introduction from Scalextric the Saloon Championship Set contains two British Leyland V8 Racing Rovers, 16 feet of track including the skill testing change-over tracks and offers the choice of three different circuit layouts.

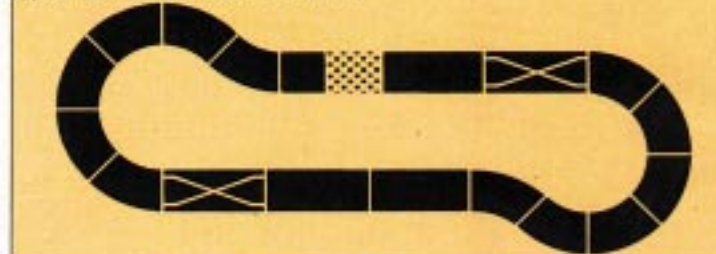
The RAC British Saloon Car Championships have resulted in some fine performances being achieved over the past couple of seasons from the 3500V8 Rovers. Two of the leading contenders in these series, the Triplex and PNG sponsored cars have been included in this new set to provide some fine excitement. The highly detailed and authentic decoration on these models can be added to at the drivers discretion by the transfer decoration sheet also included within this set. In any saloon car event the handling of the vehicle is critical and these two Scalextric models have been designed to display the superb roadholding character-

istics necessary for such special competition cars. Racing these special competition cars on any one of the three track configurations available with this set soon puts more skill into the hands of every beginner. The 16 feet of track includes the skill testing change-over track (2 pieces) thus ensuring that both lanes are of the same length and that neither of the drivers has an unseen advantage. With flat curves at either end of this racetrack the driver's cornering skills are tested to the limit, collisions can only be avoided by last minute braking.

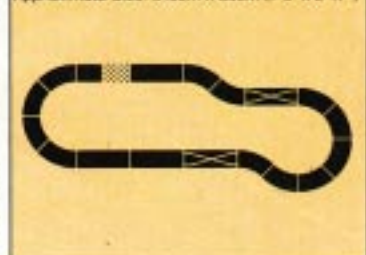
A speed calculator is also included to enable the drivers to compare their results.

Figures and scenic material not included

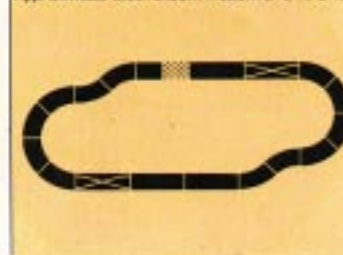
Approximate Size: 219cm x 89cm (7'2" x 2'11")



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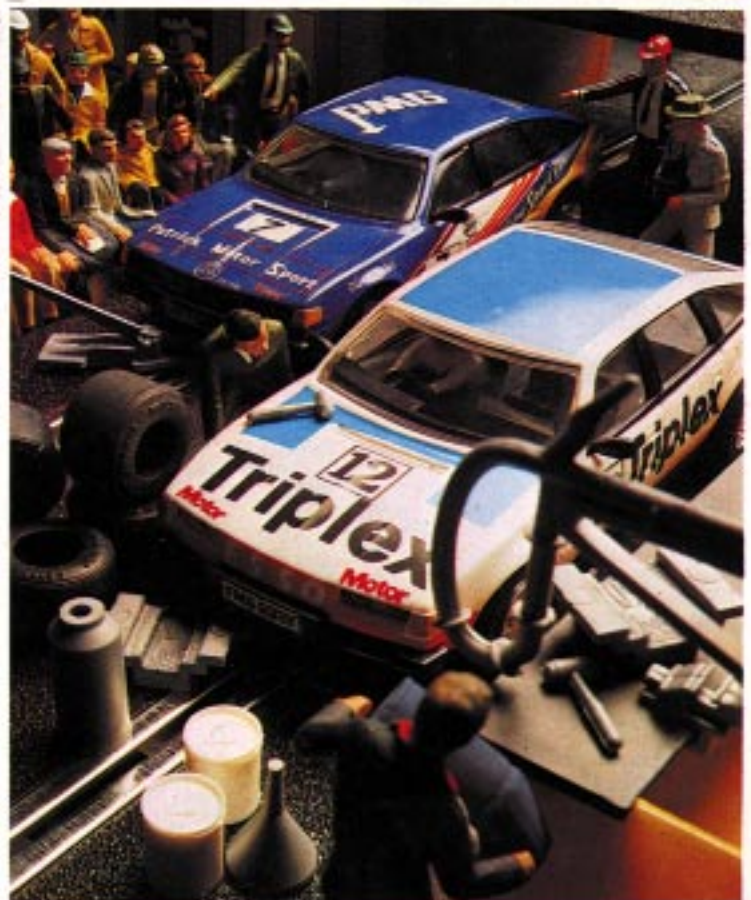


**3 OPTIONAL
CIRCUITS**

The three optional circuits as illustrated above are available without the purchase of any additional track components. Each circuit has been carefully designed to provide the maximum excitement whilst ensuring each racing lane is of the same length guaranteeing that neither of the drivers has an unfair advantage over the other.



V8 CHAMPIONSHIP SET





SPIN TURN + RUN BACK
FOR A HEAD-ON CRASH



Figures and scenic material not included



Approximate Size: 216cm x 97cm (7'1" x 3'2")



Consisting of 21 pieces of track together with 8 track borders the circuit layout of the Slot Set provides action and drama throughout its complete length. Both the chicane curve and the right angle crossing serve to enhance the fun and excitement provided by the 'U' turn action of the Super Slot cars.

SCALEXTRIC

SUPER STOX SET



SUPER STOX SET C.662

Every inch of this 17-foot track configuration is packed with tension and excitement as the 'Stickshifter' and 'Fenderbender' Stox cars are put through their paces. Including the right angle crossing, chicane curve, track borders, and jump obstacles this set establishes a totally new form of Scalextric competition - all or nothing. The objective "to stay on the track as long as possible while attempting at the same time to eliminate one's opponent," is not as easy as it sounds. Each driver has the same opportunities, neither has an advantage over the other. Everything hinges on the driver's own skills and ability to handle his car.

Both the 'Stickshifter' and 'Fenderbender' Stox cars are supplied with alternative sets of exhaust pipes and number boards and both have bonnets which can come off as the cars collide. The unique turnaround spin mechanism allows each car to travel around the track in both directions, in effect doubling the circuit length as the features of a circuit change completely when a car travels around it in the opposite direction.

The formidable chicane curves together with the track borders require real skill and an ability to make instant decisions. When opponents are racing towards each other will they keep going and risk collision

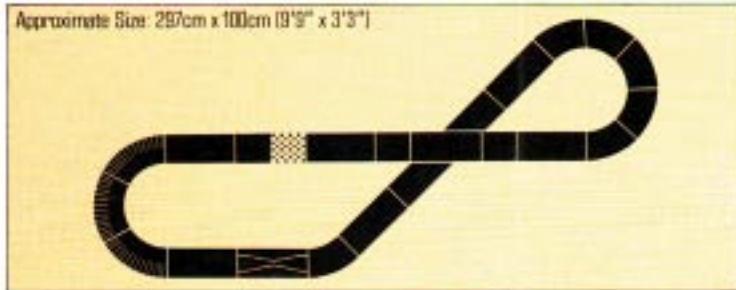
or will one of them panic and turn at the last moment? The right angle crossing also offers a unique opportunity to catch one's opponent unawares - by hiding in the Aero-motors hanger and racing out just as one's opponent is passing over the crossing, spinning his car around or even sending him crashing out of control. Jump obstacles too provide additional hazards requiring care and delicate throttle control in order to negotiate them safely. The Super Stox set uses standard Scalextric hand throttles and other Scalextric cars can be used on the track without the purchase of additional components. These unique features combined together make the Super Stox set one of the most exciting sets in the Scalextric range.

**DIFFICULT AND
DANGEROUS
THE ULTIMATE FORM
OF COMPETITION**





Approximate Size: 297cm x 100cm (9'9" x 3'3")



FORMULA 1 SET C.658

The Skid chicane included within the 21-foot circuit of the Formula 1 Set makes careful driving on this layout an absolute must. An up-and-over extended figure of 8 circuit offers both banked and flat curves and the two well detailed super formula cars make this a fast and exciting set to race with.

The 6-wheel March Ford and the turbo charged Elf Renault are well matched competitors in any Scalextric Formula 1 championship and are supplied completely decorated in their full racing livery.

A hazardous circuit consisting of 22 pieces of track and making a circuit length of over 21 feet provides fast straights and the inclusion of the two sorts of curves both banked and flat means that extra driving skills will be required. A skid chicane and tight bends will put any competitors abilities to the test. On real racetracks around the world Formula 1 cars can achieve speeds

of about 185 m.p.h. along the fast straights and on some circuits can average approximately 140 m.p.h. Scalextric Super Formula cars as included in this set can achieve similar scale speeds and a speed calculator is included in this set to enable the drivers to monitor their performance and see how they compare with world championship drivers.



Figures and sonic material not included

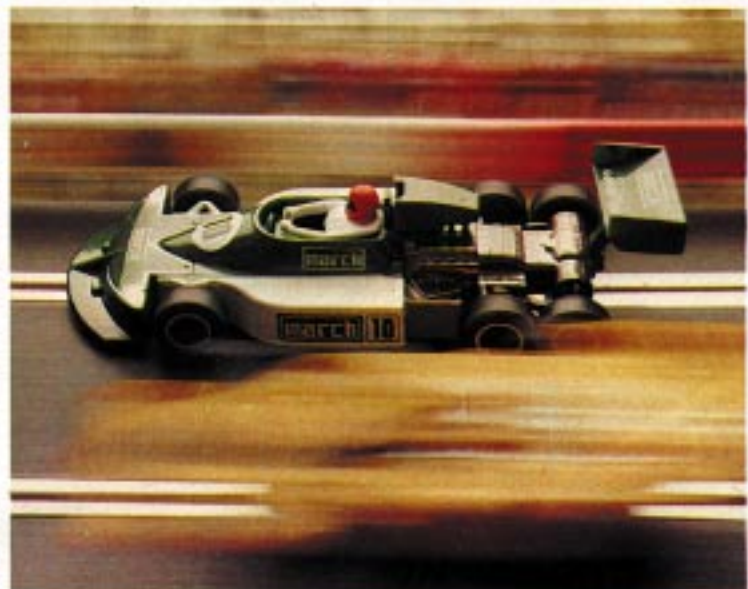


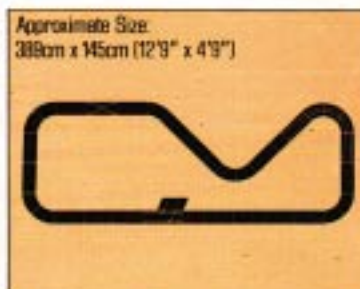
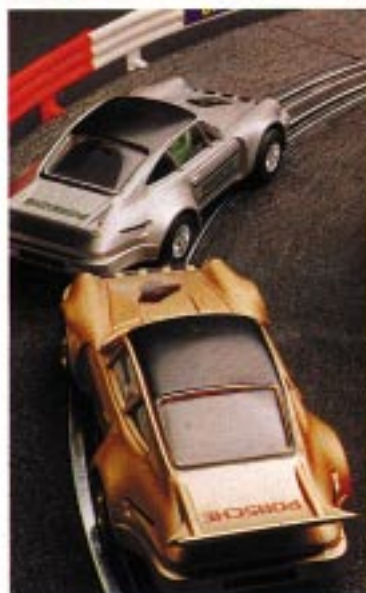
SCALEXTRIC

FORMULA 1 SET

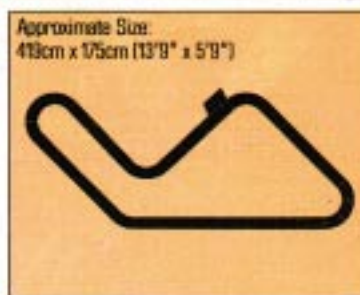


WORLD
CHAMPIONSHIP
RACING
AT ITS BEST





Figures and scenic material not included



SCALEXTRIC

LE MANS SET

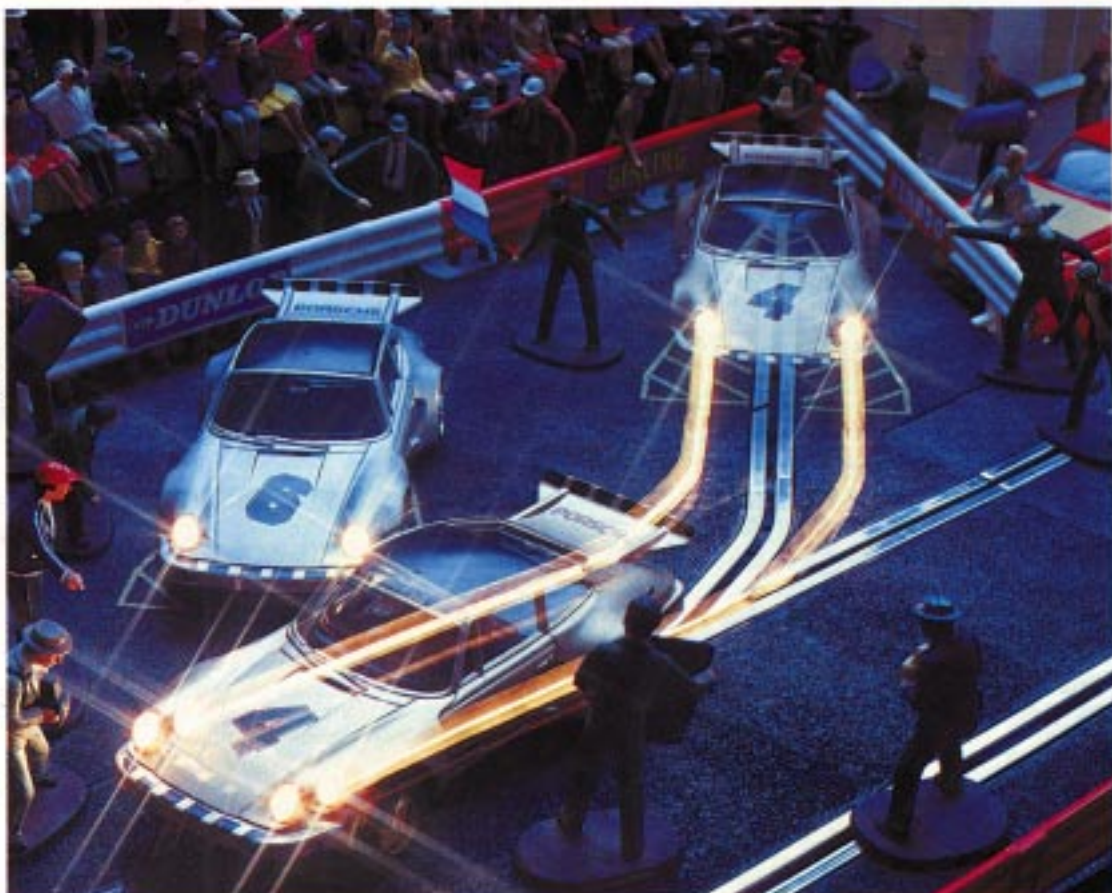


LE MANS 24 HOUR SET C.664

Featuring two superbly finished Porsche Turbo cars with working headlights the Le Mans set also includes over 33 feet of track. A flyover bridge, chicane curve, special Le Mans start and a skid chicane are included to make this the most exciting set in the entire Scalextric range.

The 24 hour endurance race at Le Mans is without doubt world famous and this set enables Scalextric drivers to hold their own Le Mans Style endurance races. The Porsche name is recognised in the field of high speed endurance racing as a symbol of engineering excellence and outstanding reliability. With this in mind the Le Mans set includes two Porsche turbo cars finished in attractive Gold/Red and Silver/Green liveries. These models are also fitted with working headlights.

Four optional layouts can be constructed from the basic track as supplied in this set. With track accessories such as the skid chicane, the Le Mans start, the flyover and the infamous chicane curves, every part of the circuit is packed with action and excitement. With the long fast straight sections included within the various track layouts of this set the crash barriers are an essential aid to ensuring high speed cornering and fast lap times.



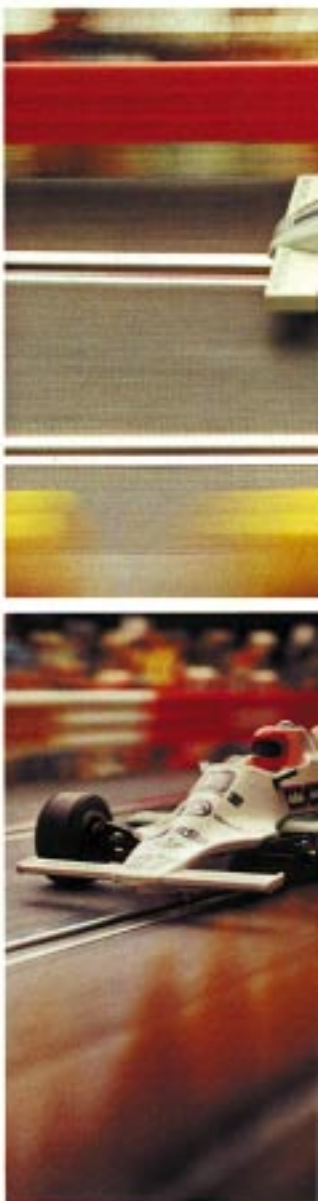
LIGIER JS11

From its first appearance in the Argentine Grand Prix in 1979 the JS11 was always going to be a success. In its first five outings it achieved three wins. The highly detailed model of the JS11 is a fine addition to any Scalextric collection.



SAUBIA LEYLAND WILLIAMS

Appearing as the FW07b at the start of the 1980 racing season the Williams car performed superbly to give Alan Jones victory in the Argentine Grand Prix. Reliability was the hallmark of the car throughout the year and he went on to win the World Championship. The FW07b is one of the "classic" cars in the Scalextric range.



DESIGNED FOR MAXIMUM PERFORMANCE AND RELIABILITY

Cars are the centre of motor racing, for it is from the cars themselves that the excitement and unique fascination of the sport emanates. Motor racing revolves around a number of separate racing cars - Brabham, Ligier, Williams and so many others. Each team have their own car designers, mechanics and drivers working together to produce their own individual racing car which they believe will be better than any other. This creates a tremendous variety within the sport - differences in designs, shapes, colour, performance, handling and speeds for each car. Scalextric believe that it is essential to capture the atmosphere and variety of real racing cars in their models. In designing and manufacturing Scalextric our aim has always been to produce the most authentic and realistic replica of real motor racing that it is possible to have in the home. As far as is possible body shells, engine detail, colour and decals are all faithfully reproduced in miniature. But as well as taking great care to make Scalextric like real racing in appearance we've been even more careful to ensure that it is like real racing in performance and use. Each car has its own individual handling characteristics and yet each responds superbly to the driver's demands.

Scalextric cars are recognised as having smooth acceleration and delicate throttle response, achieving scale speeds up to 200 m.p.h. along fast sections yet constantly requiring precise control and timing.

Figures and scenic material not included.



SCALEXTRIC



BRABHAM BT49

The 1979 Canadian Grand Prix saw the brilliant race debut of the Cosworth powered Brabham BT49. The 1980 season provided some excellent performances from the car with 3 fine victories. A leading contender for the World Championship the BT49 will figure prominently in any Grand Prix.

NEW



C.139 BRABHAM BT49

A new introduction to the range the Parmalat sponsored Brabham comes fully decorated in its racing livery. The engine and gearbox assembly is finished with chrome effect plating to give added realism. Together with the plated wheels and super 'slicks' tyres this car is an excellent representation of its successful real life counterpart. Designed by Gordon Murray and driven by Nelson Piquet the real life BT49 started the 1981 racing season with victories in the Argentine and San Marino.

C.138 SAUDIA LEYLAND WILLIAMS

The roadholding characteristics of this model are of particular importance to Scalextric enthusiasts. It handles well on any circuit and with a slightly narrower body design, the Williams allows drivers to squeeze through where other cars would often collide. Plated wheels, engine and gearbox assemblies and fine detailing around the front wheel and axle assemblies create greater authenticity. The green and white livery highlights the many sponsors of the Williams team.

C.137 LIGIER JS11

Finished in dark blue with white panels and red highlights the Ligier JS11 is an excellent reproduction of its real life counterpart. The engine and gearbox are well detailed and plated to give a more realistic appearance. The JS11 was powered by a Ford Cosworth V8 engine and amongst its contemporaries was probably the fastest car. During the 1980 season the car achieved victories in the Belgian and German Grand Prix. The Ligier model is very fast and would feature strongly in any Scalextric event.

ELF TYRRELL 008

Produced by the Tyrrell Racing Organisation the 008 was the ninth design to be raced by the team. It was driven into 3rd place in its first outing at the Argentine Grand Prix in 1978 and subsequently achieved a fine win at Monaco in the same season.

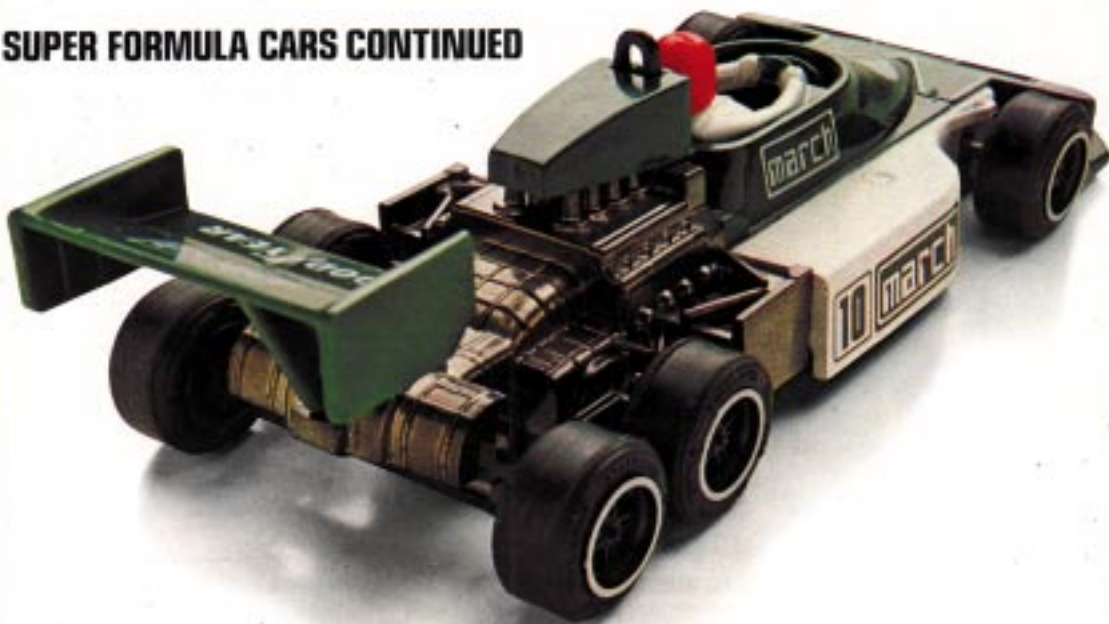


MARCH FORD 771

Designed and produced by March Engineering the 771 six wheeler was introduced in an effort to combat the problem of air flow and drag around the rear of the car. Reducing the size of the rear wheels alone was not sufficient in that the roadholding and thus the control of the car was considerably reduced. This reduction in roadholding was counteracted by having four rear wheels instead of two.



SUPER FORMULA CARS CONTINUED



Figures and scenic material not included

SCALEXTRIC



ELF RENAULT TURBO RS-01

The Renault team have scored two fine victories on their home ground with the 1500cc turbo charged cars. The French Grand Prix at Dijon in 1979 and 1981 were both won by Renault providing the home crowds with an extra boost.



FERRARI 312T3

Always presenting a strong challenge in any Grand Prix the Ferrari team have in recent years won the World Championship in 1975, 1977 & 1979. The 312T3 won four Grand Prix victories during 1978 its main racing season.



C.131 MARCH FORD 771

One of the most distinctive cars in the Scalextric range the March 771 has a long narrow body. The model is extended by the extra pair of wheels at the back making up the complete 4-wheel rear assembly. The additional wheels are not used for driving the model but do help in the handling. The engine and gearbox detail is exceptionally good and contrasts well with the green and white racing colours. The fine handling characteristics of this model make it an ideal model to commence driving in the Super Formula class.



C.135 ELF TYRRELL 008

This particular model from Scalextric is presented in the racing livery of the First National City Bank once Team Tyrrell's sponsors. The blue and white colours contrast well with the engine section at the rear. With good stability at higher speeds and great cornering abilities this model is often used by enthusiasts at club meetings thus proving itself a highly competitive car.



C.134 ELF RENAULT TURBO RS-01

The Renault team have been firmly committed to the turbo charged engine since the late 70's. A great deal has been learned and constant improvements are being made to their designs and the 1500cc Renault engine produces incredible torque. The cars perform best on circuits where they have to brake hard and accelerate fast away from corners thus utilising the full power available from the turbo charged engines. The Scalextric model is a fine representation of the RS-01.



C.136 FERRARI 312T3

An attractively decorated model the 312T3 is presented in the typical red Ferrari livery with white contrasts. The Michelin name features strongly in the decoration due to Ferrari switching to Michelin tyres for the 1978 season and subsequently remaining with them. The real-life 312T3, unlike the Scalextric model, was extremely heavy on tyres and this created considerable problems for the team. With its chrome effect wheels and the silvered engine this model will make a fine addition to any collection.

LEYLAND METRO

Shown here in the markings of its

Esso, the 1300cc Metro has been competing in the British Saloon Car co-sponsors Datapost, Hepolite and Championship during 1981.

NEW



McCain METRO

This highly decorated and colourful car has been competing in the Unipart Metro Challenge on major circuits throughout the country.



NEW

NEW CARS - NEW LIVERIES A SUPERBLY DETAILED RALLY RANGE

The complete range of rally cars offered by Scalextric has been designed to encompass all the variety of this branch of motor sport. The models are based on cars that compete in events throughout the national and international racing networks. Such competitions as Le Mans, the RAC Lombard Rally, the Tricentral RAC British Saloon Car Championships, the Castrol/Autosport RAC National Rally Championship and the Metro Challenge all create tremendous interest and result in a wide variety of cars entrants and sponsors.

Cars used for rallying can normally be classified within one of five different groups depending on the type of car and the subsequent modifications. Group 1 for example consists of large volume (5000 or more) production cars. Group 4 in contrast consists of low volume specialised cars (400 units produced in 24 consecutive months) these can be modified slightly for example wider wheels. In order to provide fair competition the cars are grouped together into

various classes competing on reasonably equal terms.

The variety of the real motor racing scene has been well captured in the rally range offered by Scalextric. Scalextric races can be held where the cars are also grouped together for fair competition alternatively each driver can race several different cars for a fixed number of laps thus testing their all-round driving skills and abilities.

Figures and scenic material not included

Hinged tailgate acts



SCALEXTRIC

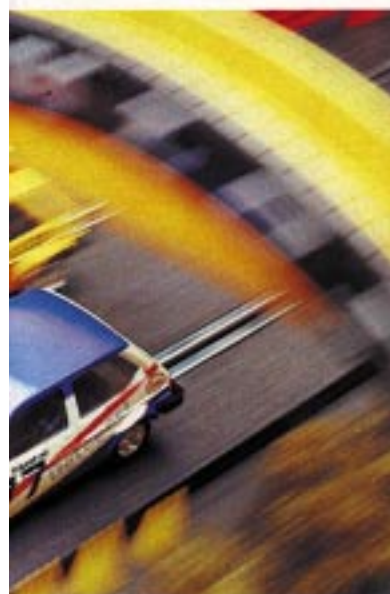
PMG ROVER

Providing added competition for the 1981 season the PATRICK MOTOR GROUP have sponsored an additional

two car Rover team. The PMG team colours are very attractive and have been carefully reproduced by Scalextric on this new model

RALLY CARS

NEW

**TRIPLEX ROVER**

The Rover 3500 made its debut in the 1980 racing season and appears here in the colours of its sponsors for that first season Triplex, Motor Magazine and Esso.

**C303 DATAPOST METRO**

An extremely well detailed and decorated model the 1.3 Austin Metro is the first of the modern styled hatchback cars to be produced by Scalextric. The operating hatchback actually lifts to reveal the interior of the car and its detail. The 1981 season saw the Metro competing in both the Tricentral British Saloon Car Championships and the Metro Challenge. The two car team sponsored by Datapost, Hepolite and Esso put up some good performances and this Scalextric model is a fine representation of the team cars.

**C304 MCCAIN METRO**

The launch of the BL Metro has proved extremely successful and it is now being raced regularly by enthusiasts throughout the country. The Unipart Challenge, open to Metro entries only, featured 15 races and there were at least 25 cars starting at each round. The regulations clearly stated that the basic Metro bodywork and mechanicals were to be retained. Reaching speeds about 120 mph down some fast straights great demands were placed on both the driver's and mechanic's skills.

**C.280 PMG ROVER**

Entering the 1981 Tricentral RAC British Saloon Car Championships as direct competitors to BL the Patrick Motors Group took on a formidable task. They backed a team of two V8's prepared to full Group 1 specifications by S.R.G Racing at Biggleswade. Driven by Rex Greenslade and Brian Muir the PMG Rovers put up some fine performances. With an engine producing approximately 250 b.h.p. at 6000 r.p.m. the 3500 Rovers always put on an exciting display at any race meeting.

**C.283 TRIPLEX ROVER**

With the British Saloon Car Championship regulations for 1980 permitting a class for engine capacities including 3½ Litres BL cars raced a two car team of Rover 3500's sponsored by Triplex, Motor Magazine and Esso. The car during its first season won two races outright. With 22 starts the Rover had a finishing record of 75%. The Scalextric model of this car includes chrome effect wheels, separate wing mirrors and detailed body lines which will make it an excellent addition to any collection.



C.296 BMW 3.0 CSL

The 3 litre BMW has dominated the Touring car classes in the real motor racing world for the past few seasons. The European Touring Car Championships were won in 1977 and in 1979 by a 3.0 CSL, and the BMW's have offered very strong competition at every outing. The Scalextric model has been produced in a new livery for 1982. It also features specially plated wheels enhancing its appearance. This particular model has excellent handling characteristics and hugs the track well on fast corners.



BMW 3.0 CSL
Shown here in a dramatic new racing livery for the 1982 season.



C.294 TRIUMPH TR7

The attractive blue and white livery of the TR7 is typical of the styles seen on rally circuits throughout the country. In real life the TR7 is one of the most powerful entries for any rally having a 3 1/2 litre V8 engine beneath the bonnet. It produces 300 b.h.p. at 7500 r.p.m. and technical improvements to the specifications of the rallying TR7's over the last couple of seasons have resulted in victories in the international rallies at Ypres and the Isle of Man during 1980.



TRIUMPH TR7
This highly powered two-seater sports car from British Leyland proved to be a strong contender at any Rally event.



Figures and scenic material not included



PORSCHE TURBO
Porsche cars have a world-wide reputation for producing high performance quality cars and this turbo powered machine is no exception.

C.295 PORSCHE TURBO

Being both a highly competitive and very reliable car the Porsche Turbo features very strongly in the Scalextric range. This model is in fact based on the Porsche 934 (not the 935 as previously stated). Only 31 real life 934's were ever made and they featured modified suspensions, wide spoilers, a huge vision-limiting rear wing and a turbo charged 3 litre flat-six engine producing in excess of 430 b.h.p.

Supplied ready to race the 934 was an fast car. The Scalextric model is ideal against the BMW as their on-track performance is very competitive.

RALLY CARS CONTINUED





NEW



PORSCHE TURBO

The Le Mans 24-hour race was won outright in 1979 by a Porsche Turbo (935) and a similar car won the Group 5 in 1980.



FORD CAPRI 3.0

Proving its suitability for high speed endurance racing the Ford Capri won the 24-hour Spa race for the second consecutive time in 1980.



FORD ESCORT

The British rally scene has for the past decade been totally dominated by Ford cars and the Escort has always been at the centre of this success.



C.288 PORSCHE (SILVER)

C.289 PORSCHE (GOLD)

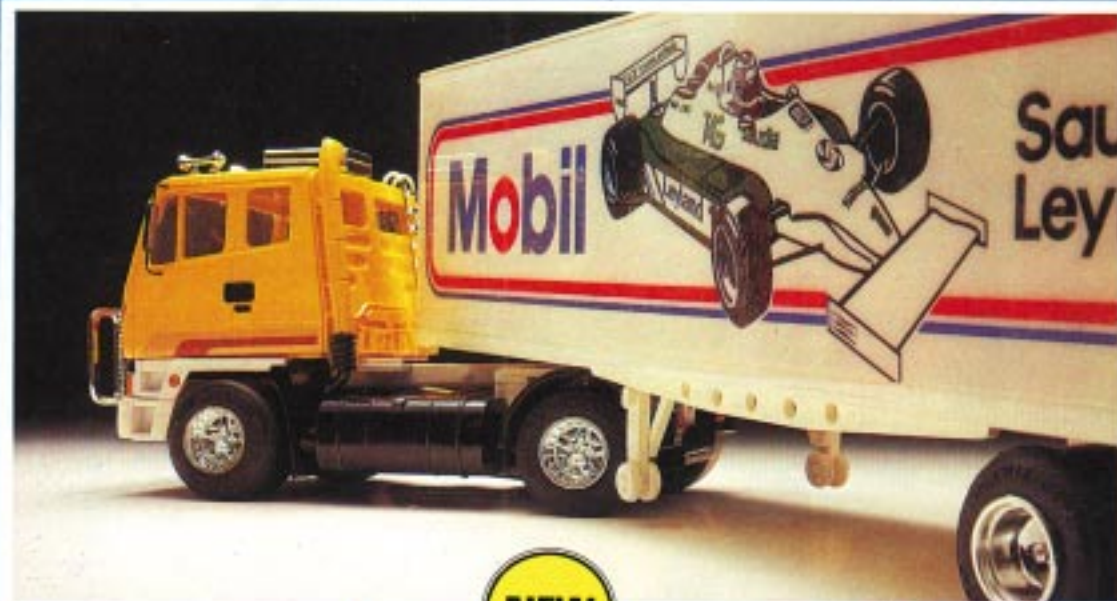
An extremely popular model in the Scalextric range this Porsche is presented in an eye-catching gold coloured livery with contrasting red and black panel lines. The wheels are vacuum plated to enhance this particular livery style and the model has working headlights. An ideal model for holding night-time or endurance events where the working headlights are really attractive.

C.287 FORD ESCORT

The Escort has proved itself as one of the finest rally cars ever made. Its record in the RAC rally is unmatched, since 1971 it has been the number 1 contender. In order to maintain their position Ford's have made continuous updates and improvements to their models. Ford's Mexico on which the Scalextric version is based had a 1598 cc engine which was capable of producing 98 bhp. The Scalextric model is finished in two tone brown with contrasting orange and yellow lines.

C.300 FORD CAPRI 3.0

New for 1982 this Scalextric model features not only working headlights but also working rear lights. Now you can night race around the circuit with your headlights blazing out as the car approaches and also watch as the tail lights shine out while your car is setting the pace for the others. The model has wing mirrors for extra detail together with a vacuum plated chrome effect spoiler. The wheels are also plated making this a very attractive model. Produced in a red livery the 3.0 litre Ford Capri will prove to be popular on any Scalextric racetrack. When it comes to performance on a real racetrack the Ford Capri is unquestionably one of the most successful saloon cars ever to roll off the production line having totally dominated the Tricentral British Saloon Car Championships over the last few years.



NEW



**JACKKNIFE
HANDLING
JUGGERNAUT
POWER**



A NEW CONCEPT DEMANDING NEW SKILLS

Driving vehicles like these is not for the faint hearted. Careful handling and all round skill is needed when racing with these models. Vehicles similar to both the C301 Roadtrain and the C302 Low Loader can be seen travelling up and down motorways throughout the length and breadth of the land. With both the cab and trailer sections of each model being highly detailed they are excellent representations of their real life counterparts. The handling of these vehicles is completely different to other Scalextric models:

Being larger they have more momentum and as such the braking techniques alter considerably. Slowing down as one approaches corners and then accelerating out of them is a technique requiring accurate judgement. When it comes to chicanes and other obstacles the situation is completely different.

Figures and scenic material not included

It is not possible to just squeeze into the chicane ahead of your opponent with these models. The second vehicle just has to wait his turn. Successful racing can be accomplished on most circuits although the use of C156 and C152 inner curves is not recommended.

Just like their real life counterparts the height of the trailers and the extra length wheelbase can sometimes restrict access particularly when attempting to travel over and under flyovers, hump bridges etc.



SCALEXTRIC



C301 ROADTRAIN

This model is based on the very successful British Leyland T45 Roadtrain and like its counterpart the 16.28 Sleeper, the cab is fitted with a sleeping bunk. The detailing is superb with the air horns, airconditioning unit, aerial, ladder and front crash grille all added to the basic cab. These parts together with the wheels have been vacuum plated to make the model even more attractive. Vehicles in this style with similar box trailers can be seen at Grand Prix race tracks throughout the world, having been used to transport the team cars and equipment.

ROADTRAIN



C302 LOW LOADER

When it comes to transporting cars from one part of the circuit to another then the C302 Low Loader provides the solution. Scaletric cars can be positioned on the trailer section and the vehicle has the power to pull them around. Supplied with a loading ramp this highly detailed model makes a fine companion to the C301 Roadtrain. It is supplied with vacuum plated wheels and the overall length of the complete articulated vehicle is approximately 12 1/2 inches.

LOW LOADER



BANGER MINIS

The new turn around action provides more fun and excitement throughout the complete circuit.



MOTORCYCLE SIDECAR

The motorcycle sidecars provide a completely different style of racing requiring careful control and precise handling.



SUPER STOX

Colourful and highly attractive models the Stox cars with their turn around action have parts that fly off on impact.



(Note: These vehicles will not spin around on banked curves. Circuits must include some sections of flat curves for the turnaround action to operate).

Figures and scenic material not included

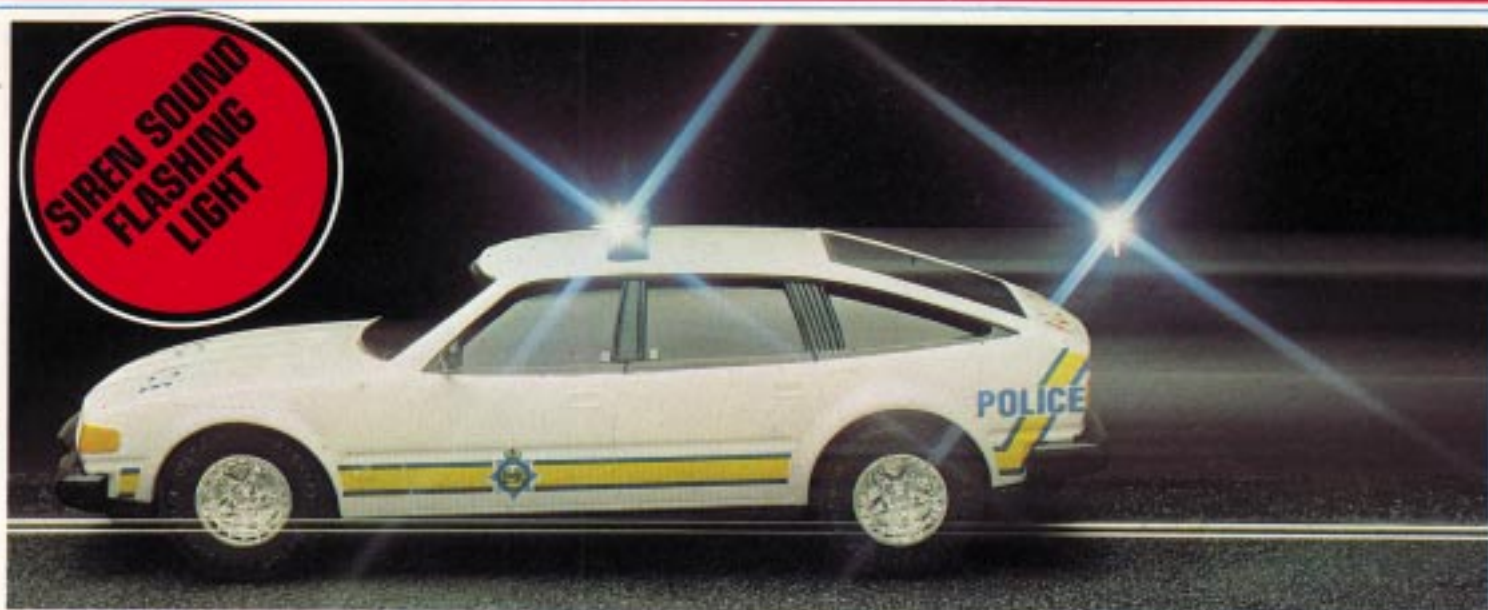
ACTION SPECIALS CONTINUED

SCALEXTRIC

**MORE FUN
MORE THRILLS
MORE SPILLS**

SUPER STOX C.285 STICKSHIFTER C.286 FENDERBENDER

Both the 'Stickshifter' and 'Fenderbender' cars are supplied with alternative sets of exhaust pipes and number boards and be parts which can come off as the cars go. The unique turnaround spin mechanism allows these cars to rotate through half or even plate circles enabling either of them to turn around the track in both directions. This doubles the operational length of a layout.



POLICE ROVER

With a siren sound and flashing light the Rover 3500 V8 police car is based on authentic traffic control cars that operate on many motorways.



spin mechanism allows drivers to control their cars well during realistic tail-out slides around flat curves. (The addition of C186 borders around the outside of C151 track sections allows spinning on the outside lanes as well as the inside tracks).

Stox cars are controlled by standard Scalextric hand throttles, no changes or additions are needed. Supplied with treaded tyres and chrome effect wheels these cars are just as exciting as they look.



C.290 BANGER RACER RED C.291 BANGER RACER BLUE

With the same turnaround action of the Stox cars these bangers are similar to cars raced at banger meetings throughout the country. A careful flick on the throttle as the car is approaching the middle of a flat curve will send these vehicles spinning around to race back in the opposite direction. Some experts will soon be able to rotate their cars through complete circles and come out of the manoeuvre in the direction they want.



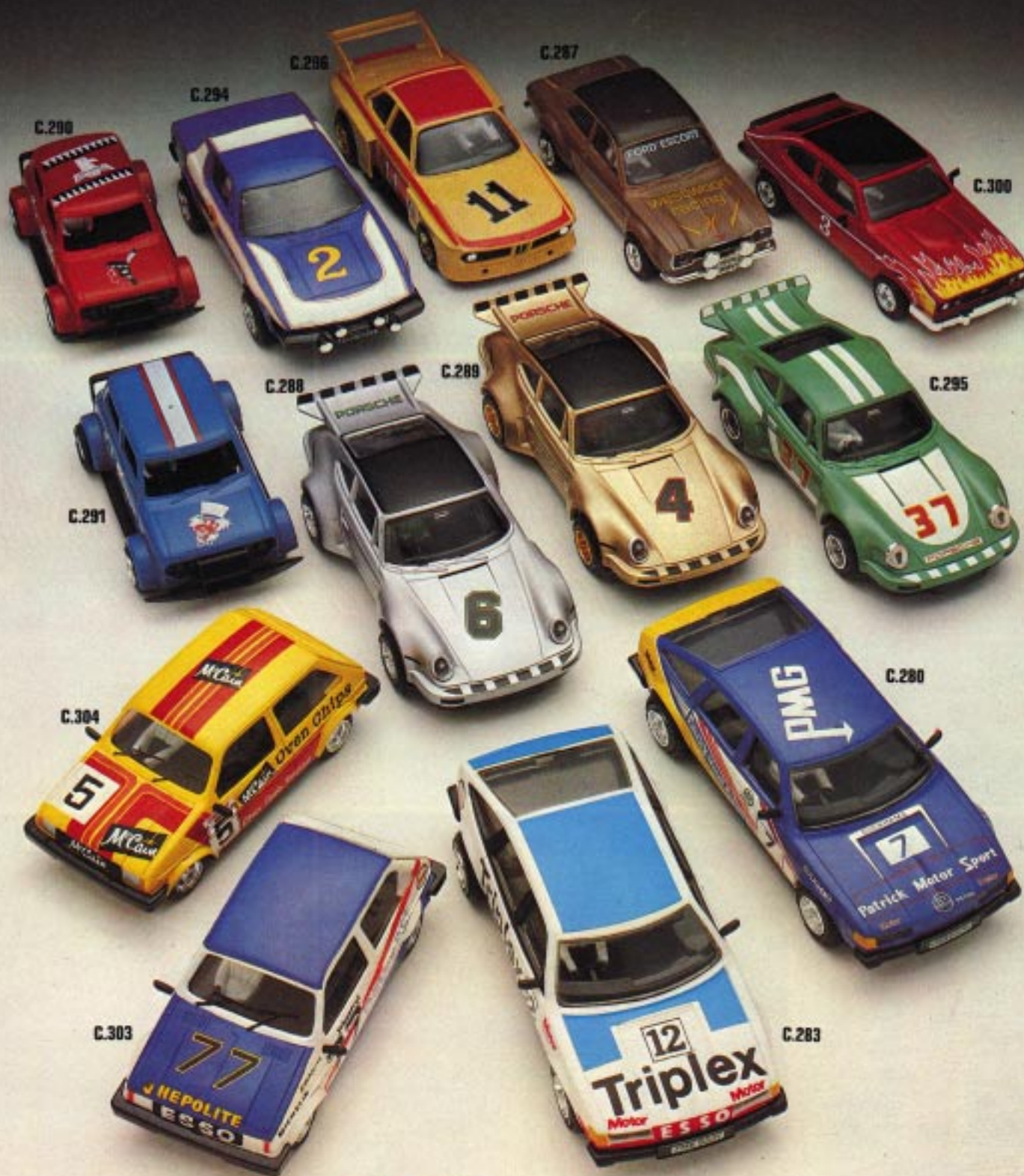
MOTORCYCLE SIDECARS C.281 RED C.282 GREEN

With handling characteristics just like their real life counterparts these sidecar combinations require expert handling. The sidecar starts to lift if a flat curve is taken too fast and only by delicate throttle control can corners be taken well. Due to the weight distribution the difference in cornering on left and right hand bends is considerable. The best direction to race is where the flat curves are right hand bends and the banked curves are left handers.



C.284 POLICE ROVER

With striking blue and yellow side flashes the 3 1/2 litre Rover police car makes an attractive addition to any Scalextric layout. The car is fitted with a working siren and has a single flashing light on the roof. It is supplied with chrome effect wheels for added highlights. Real patrol cars can be seen and heard in the course of their duties chasing speeding motorists along motorways. You can stage similar chases on your layout with this exciting Scalextric model.



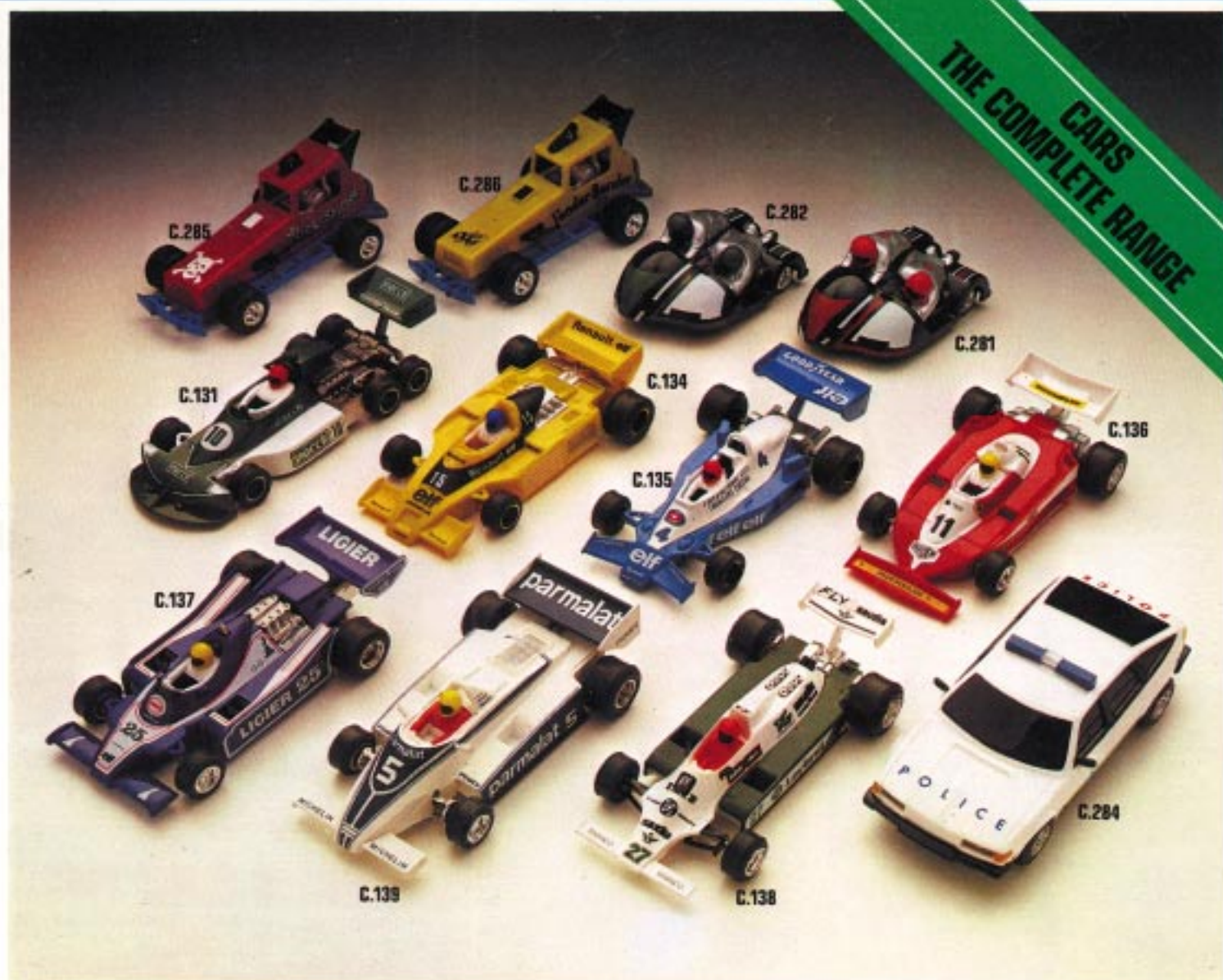
AN UNBEATABLE RANGE

The variety, realism and detail contained within the range of vehicles produced by Scalextric is unmatched by any other model manufacturer. The Super formula cars provide performance and handling similar to their real life counterparts in Formula 1 racing. Rally cars also provide a cross section which is fully representative of the current rally scene. With the police

car, motorcycle sidecars, stax, bange racers and the new supertrucks the spectrum of motor racing is captured full, reduced in scale and presented in the miniature world of Scalextric & Motor Racing.

SCALEXTRIC

**CARS
THE COMPLETE RANGE**



- C.131 MARCH FORD 771
- C.134 ELF RENAULT TURBO RS-01
- C.135 ELF TYRRELL 008
- C.136 FERRARI 312 T3
- C.137 LIGIER JS11
- C.138 SAUDIA LEYLAND WILLIAMS FW07B
- C.139 BRABHAM BT49
- C.280 PMG ROVER
- C.281 MOTORCYCLE SIDECAR RED
- C.282 MOTORCYCLE SIDECAR GREEN
- C.283 TRIPLEX ROVER

- C.284 POLICE ROVER
- C.285 STICKSHIFTER STOX
- C.286 FENDERBENDER STOX
- C.287 FORD ESCORT
- C.288 PORSCHE (SILVER)
- C.289 PORSCHE (GOLD)
- C.290 BANGER RACER RED
- C.291 BANGER RACER BLUE
- C.294 TRIUMPH TR7
- C.295 PORSCHE TURBO
- C.296 BMW 3.0 CSL

- C.300 FORD CAPRI 3.0
- C.301 LEYLAND ROADTRAIN
- C.302 LDW LOADER
- C.303 DATAPOST METRO
- C.304 MCCAIN METRO
- C.305 BENTLEY 4 1/2 LITRE
- C.306 ALFA-ROMEO



4 1/2 LITRE BENTLEY 1929



1933 ALFA-ROMEO 8C-2300-B



C305 BENTLEY

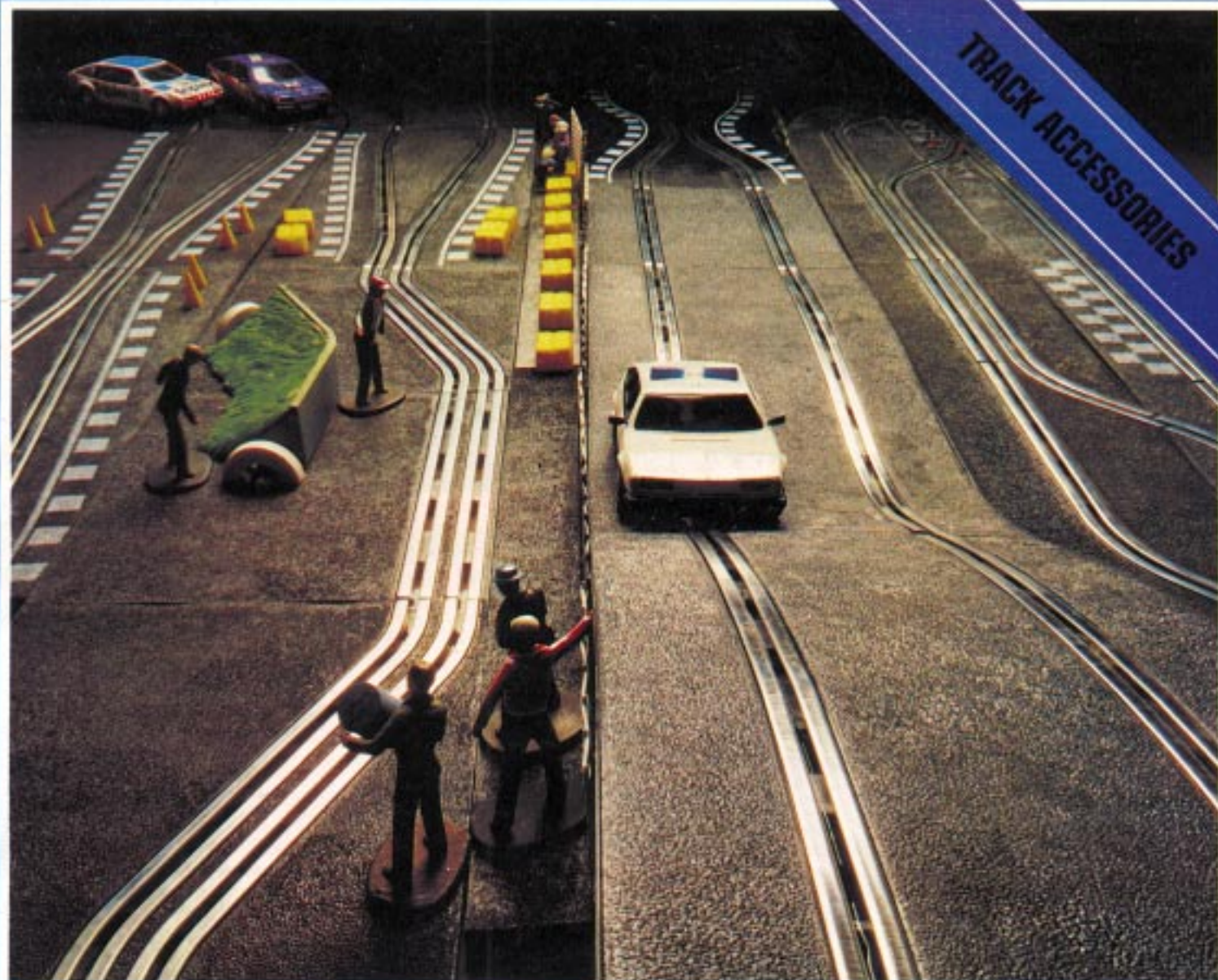
This super-charged version of the 4 1/2 litre Bentley had a 5.6 litre capacity Roots blower which was mounted between the front dumb irons and driven from the front end of the crankshaft, air pressure being used to force feed fuel from the 45 gallon tank to the super-charger. The vehicle weighed just over 2 tons in racing trim, with a fuel consumption of 8-12 m.p.g. The car developed 240 b.h.p. at 4200 r.p.m. and had a top speed of around 130 m.p.h.
(Note: This model cannot be used on layouts including banked or inner curve tracks.)

C306 ALFA ROMEO

Alfa-Romeo started making sporting and racing cars with six and eight cylinder engines after World War I. The 2.3 litre Straight 8 was current from 1931-1935 and the 8C-2300-B sports model won at Le Mans for the three consecutive years 1932, 1933 and 1934. This model is based on the car which finished in second place in the 1935 race and was driven by Heide and Stoffel. The original weighed in at 1 1/4 tons and had a fuel consumption of 14 m.p.g.
(Note: This model cannot be used on layouts including banked or inner curve tracks.)



SCALEXTRIC



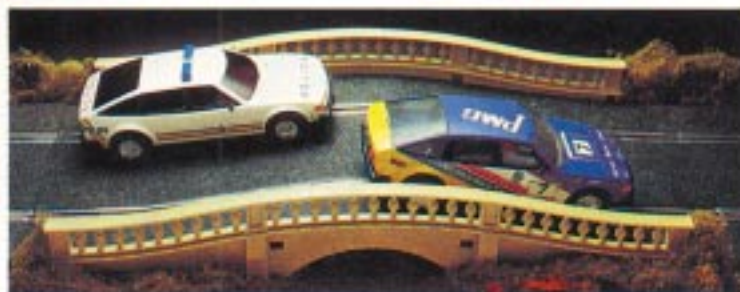
C.269 FLYOVER BRIDGE

Without a doubt the flyover bridge is the easiest way to crossover another track. All risks of crashing are minimised when a flyover is used. The bridge itself consists of three separate pieces of track and comes complete with crash barriers, flags and advertising labels and the specialised bridge supports. It measures 70cm (27 1/2") in length.



C.111 HIGH HUMP BRIDGE

Cars in the hands of even the most skilful drivers may sometimes pitch into the air and literally fly over the hump. The three pieces of track are specially moulded to give that extra dip as you go over the top. The fun of the high hump is to negotiate the bridge as fast as possible whilst maintaining full contact with the track and not losing control. 103cm (40 1/2") long.



C.248 HUMP BRIDGE

Rally drivers can tell you the dangers of driving too fast over a hump bridge, and these always appear just where you don't expect them. Positioned on a long straight, hump bridges can be taken fairly fast but only top drivers can negotiate them without losing momentum. Combinations of hump bridges and crossovers or chicanes provide hair raising sections. Two hump bridges in a row create a rough bumpy road that will test any drivers' skills. 35cm (13 3/4") long.

TRACK - THE STARTING POINT OF ALL GOOD LAYOUTS

The range of track components available from Scalextric is second to none. All track is available separately to enable you to extend your layout with the specialist pieces of track adding even more fun and excitement to your circuit. The selection available, over 20 different track components, enables any of the major racetracks throughout the world to be reconstructed. Designing your own individual tracks with difficult twists and turns followed by double crossovers, hump bridges, skid chicanes and so on, is also great fun. Track sections clip together and dismantle easily without the use of specialist tools and the track is made from polyethylene which is flexible and virtually unbreakable in normal use.

Figures and scenic material not included

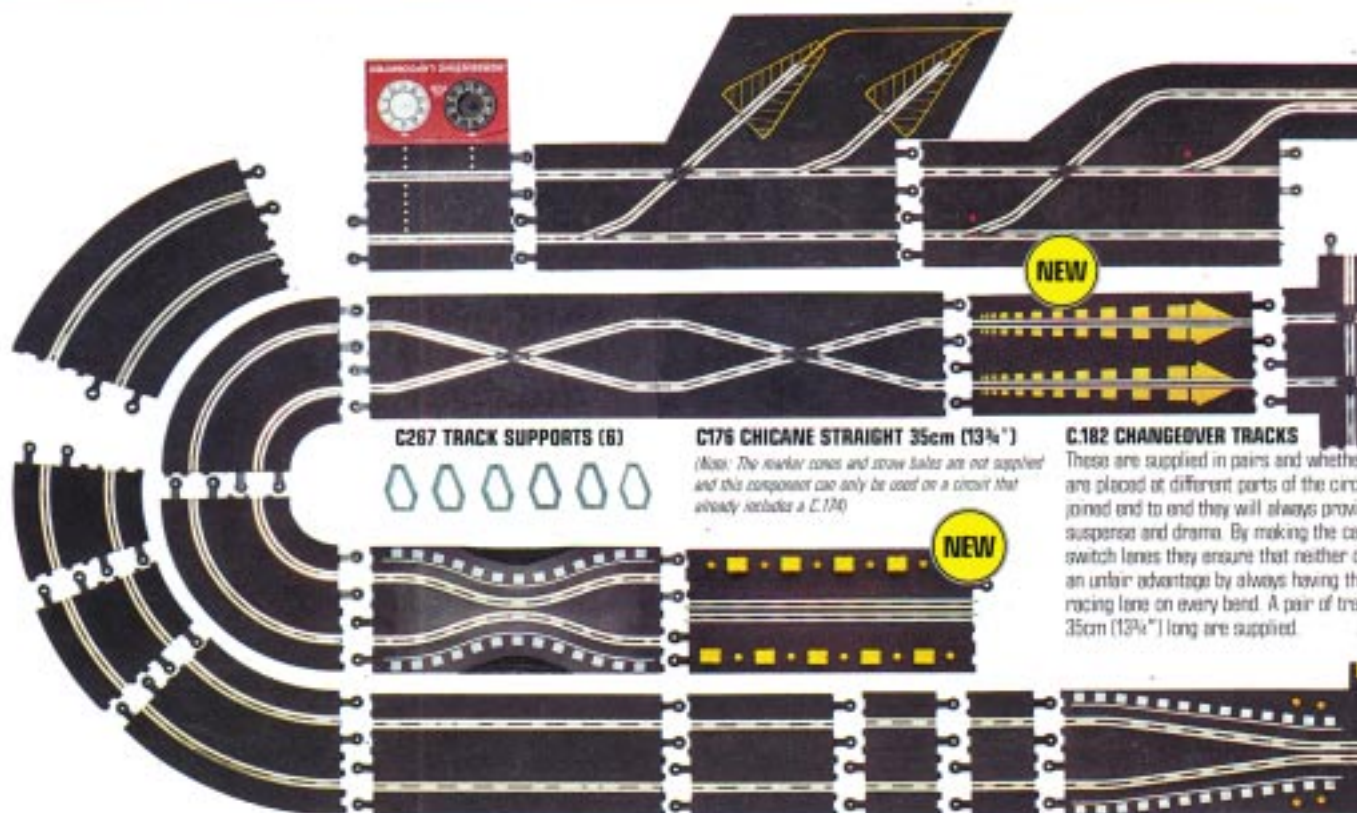


C.187 BANKED CURVE 60°

A combination of three sections of banked curve track will make up a complete 180° high speed banking section. This combination provides the fastest possible cornering on a Scalextric circuit. The Scalextric cars cling to the track as they hurtle around these bends at scale speeds up to 200 m.p.h. High speed banking at both ends of a circuit is an ideal way to introduce young drivers to Scalextric racing, providing the excitement of fast cornering with less problems of cars spinning off.

C.277 LAP COUNTER

It can disturb a driver's rhythm to keep a count of the laps as the cars fly past. The lap counter is a great aid for advanced racing eliminating the need for keeping a record of the laps. Simply clip the lap counter into the Scalextric layout, set the dials to zero and from then on the laps are counted each time a car passes by. There are two easily read dials - one for each racing lane and these are easily reset to zero from any point. 17.5cm (6 7/8") long.



C267 TRACK SUPPORTS (6)

C176 CHICANE STRAIGHT 35cm (13 3/4")

(Note: The marker zones and arrow balers are not supplied and this component can only be used on a circuit that already includes a C.174)

C.182 CHANGEOVER TRACKS

These are supplied in pairs and whether are placed at different parts of the circuit joined end to end they will always provide suspension and drama. By making the car switch lanes they ensure that neither car has an unfair advantage by always having the racing lane on every bend. A pair of tracks 35cm (13 3/4") long are supplied.



C.178 SKID CHICANE 35CM (13 3/4")

Figures and scenic material not included



C176 CHICANE STRAIGHT



C.174 SHORT CHICANE

The short chicane is supplied as two pieces each 35cm (13 3/4") long. Allowing only one car to pass at a time this is best sited on long straights so that the cars can approach at speed and jostle for position. Driving too quickly can result in a spectacular crash, but too slow on the approach and an opponent can slip through. In the case of a collision involving both cars, the driver causing the obstruction has his car replaced last.



C.249 RIGHT ANGLE CROSSING

The ultimate component for tension and a right angle crossing could mean a full crash if one's timing is out. Providing an excitement particularly when racing with cars or banger racers the C.249 is equivalent to 3 straights. As i.e. 29.5cm (11 3/4") hands of skillful drivers cars can avoid each other by mere fractions of a second. Ex of circuits using the right angle crossing are in the back of the catalogue.





C.100 LE MANS START

The Le Mans start provides an exciting beginning to any race. Consisting of two pieces of track a turnout and a starting grid it is equivalent in length to 1x C.160 + 1x C.159 43.7cm (17 3/16").

C.190 TWIN TRACK PITSTOP

No race track circuit is really complete without an authentic pit area and this track enables you to re-create perfect pit-side dramas for refuelling, tyre changes, etc. 140cm (55") long. Equivalent length 4x C.160.

C.274 CRASH BARRIERS

Scalextric crash barriers are vital to the efficient operation of any circuit. The high cornering speeds of various models leave little room for error. Around the bends they help to keep the cars on the track and to protect them from collision damage. On a real racetrack the barriers provide security for spectators, and protect the cars from more serious collisions. Supplied in a pack of 12 complete with flagpoles, flags and advertising labels.

C.920 POWER PACK

The Power Pack provides a 12 volt D.C. supply for operating two cars. For use from A.C. mains 220-240 volt 50 Hz.

C.297/298 HAND CONTROLLERS

Supplied complete with a simple socket for track connection via the power unit the controllers provide smooth control of the car.

C.252 POWER BOOST CONNECTORS

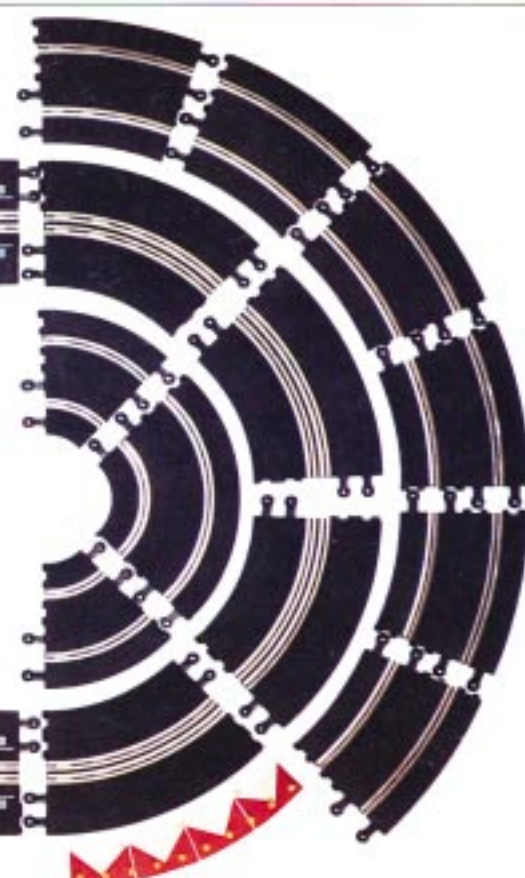
For use on large layouts to avoid a voltage drop on the parts of the layout that are some distance from the throttle connections.



- C.151 STANDARD CURVE 45°**
- C.152 INNER CURVE 45°**
- C.153 OUTER CURVE 22 1/2°**
- C.154 HALF STANDARD CURVE 22 1/2°**
- C.156 DOUBLE INNER CURVE 50°**
- C.157 STRAIGHT A 78cm (3 1/16") LONG**
- C.158 STRAIGHT B 8.7cm (3 7/16") LONG**
- C.159 STRAIGHT C 17.5cm (6 7/8") LONG**
- C.160 STRAIGHT D 35cm (13 3/4") LONG**
- C.168 LINE UP START 35cm (13 3/4") LONG**

SIX LANE RACING

The variety of track sections within the Scalextric range makes it possible to arrange four or even six lane racing with ease. The excitement and tension associated with racing against five other opponents is incredible. With so many cars real skills are needed to avoid spills and yet keep your own car running as fast as possible. Six lane racing is quite common at club meetings and the circuits are often very fast. With six lane racing your driving is given an extra dimension as you begin to experience true competition style races.



C.177 GOODWOOD CHICANE SET

The Goodwood Chicane is one of the most exciting of the specialist track components produced by Scalextric. Modelled on the famous hazard used at the Goodwood Park circuit this chicane consists of 5 pieces of track together with track borders, fencing, straw bales, marker cones, half tyres and the embankment. A driver must negotiate this chicane as fast as he can without hitting the obstacles. There is only just enough room so extreme care must be exercised. Initially converging into a tight narrow section of track the car is almost immediately swung across on a different line to the far side running parallel to the dangerous Goodwood Wall before again being swung back to the track centre. Create a competition by setting up a difficult track layout with obstacles at major points. Each driver then tackles the circuit with different rally cars and penalty points are imposed for hitting obstacles. A time penalty should also be included and the driver with the least penalty points is the winner. The Goodwood Chicane is 122.5cm (48 1/8") long. Equivalent length 3x C.160 + 1x C.159.



C.179 CURVED CHICANE 45°

This track component is dimensionally the same as a standard curve C.151. However the tracks are close together thus creating a chicane section. With more room for tail out slides this track provides for high speed cornering requiring real skill. It is particularly suitable for Slotx cars and Banger racers allowing extra room for spinning around in the opposite direction. Four components placed consecutively around a circuit make a complete 180° chicane curve.



C.186 TRACK BORDERS (PACK OF 8)

(To fit around outside edge of C.151 only)





SYNCHRONISED ELECTRONIC COMPUTER UNITS RECREATE EXCITING FACETS OF RACING REALISM

Figures and sonic material not included



FANFARE SALUTE



REV ROAR

C.450 SOUND TRACK

Providing a realistic simulation of the sounds that your car would be making in a real Grand Prix, the Scalextric Sound Track adds an extra dimension to your racing with its dramatic trackside sounds.

Picture yourself inside the cockpit of your car and positioned on the starting grid ready to commence the race. The red light is on and your engine is revving freely. A fierce sound is emitted from your exhaust as you rev the engine and wait for the green light to signal the off. Sitting in his car on the other side of the grid is your opponent - just as nervous, just as tense. Being in front on that first bend is so important and you both know it. The green light is on and the cars are off, with the engines screaming into life as they accelerate down the start straight changing gear so quickly and efficiently.

This is the excitement and drama generated by the Scalextric Sound Track Unit as all these sounds are carefully synchronised to the cars actual movement throughout the race. The Sound Track can generate the following sounds:

- Independent engine revving at the start of a race.
- A fanfare salute and countdown procedure.
- Acceleration and deceleration sounds.
- Skid sounds as parts of the track are taken too fast.
- Crash sounds if the car careers off the track out of control.

The Sound Track is simple to connect into any Scalextric circuit. Just clip the hand throttle

connectors into the base of the Sound Track the leads from the sound Track into the circuit track itself. Finally, connect the power leads to the transformer and the unit is ready to race.

The engine revving and top speed sounds are adjustable for each car although they are preset at the factory and should not need any adjustments.

C.451 FUEL TANK

Adding yet another dimension to your Scalextric racers, the Fuel Tank simulates the fuel consumption of your car as you actually drive eventually cutting the power off to your car if you had run out of fuel.

When the power circuit is switched on the cars are automatically allocated a full tank of fuel and the fuel level reduces during the race itself. Ultrafast acceleration and heavy use of the hand throttle will burn up fuel much faster than a slower but steady speed.

When the car comes off the track the hand throttle should be released immediately as



SKID SOUND,
CRASH
SOUNDS

SCALEXTRIC



INDEPENDENT FUEL METERING

CAN BE USED
SINGLY OR
TOGETHER

ELECTRONIC COMPUTER UNITS



JUST LIKE THE REAL THING

Each of these three electronic accessories from Scalextric has been carefully designed to capture a specific aspect of motor racing. Recreate the drama of a real race meeting in your own home with Scalextric cars and these exciting accessories. The complete picture: all the necessary information is available to you the driver when the three accessories are used together. Every aspect, then, of a real Grand Prix race is available to add to your layout proving without a doubt that only Scalextric is just like the real thing.

failure to do this will result in severe loss of fuel.

A logical, well prepared race plan should be put into effect, then, taking into account the circuit, the performance of the car, the driver's abilities and those of the opponent.

Each driver has his own independent fuel warning light which signals a critical fuel situation. Prior to the race commencing, a pit-stop/refuelling area should be chosen where

cars should stop to fill up their tanks. Initially, when the light flashes at odd intervals it indicates that the fuel level is very low and it's time to pull in and refill. Carry on racing and you will experience a loss of power, engine performance is severely restricted and the car speed drops dramatically. Eventually, when the tank is empty the car stops.

The track connections are quite simple, via the hand throttles to the track in the same manner as the C.450. Note: The condition of the track, the pick-up braids and the car motor are all critical to the efficient operation of this unit. The fuel tank capacity has been based around a circuit similar to the Formula 1 set. Operating cars on circuits with longer track lengths will result in more pit-stops being required to hold a race over a set number of laps, then would be necessary on a Formula 1 set layout.

C.452 THINK TANK

An excellent aid to any Scalextric enthusiast the Think Tank provides detailed information concerning the race at the touch of a button. It can be used to monitor a driver's individual performance and skills helping him to watch his speeds gradually increasing as he becomes more experienced.

The Think Tank enables various types of races to be held. You can hold *TIME*-limited races or races which are limited by distance, i.e. a set number of *LAPS*. As another alternative *PRACTICE* sessions can be held where you endeavour to improve on your performance or test drive your car to ensure that it is in top class condition for racing.



SPLIT-SECOND TIME RECORDING

The Think Tank is supplied mounted to a piece of C150 (1/4 straight) track and must be positioned directly after the starting straight. After connecting to a 12 volt D.C. supply simply enter the track length for each lane (on some circuits each lane can vary considerably in length) on the calculator-style keyboard. Once you have chosen the type of race you wish to hold then you're ready to start.

The following information, in the form of a digital readout, is provided for both the winner and the loser - speed on your fastest lap (even if you don't win a race you may still hold the track record due to having the fastest lap) - the average speed throughout the race - the time taken on your fastest lap - the total race time itself (the race is considered over when the winner has crossed the finishing line).

Practice Racing - press the button for practice racing and race around the track for 10 laps. Check the fastest lap speed and try again for another 10 laps to see if your speed has improved.

Lap-Limited Racing - simply enter the number of laps to be raced (up to a maximum of 99) and away you go. The digital displays will indicate the number of laps each driver has left to race and when the race is over they will show the number actually completed.

Time-Limited Racing - after the time limit for the race has been set (up to a maximum of 999.9 seconds) and the race has begun the display counts down thus showing how much time you have left to complete the race.

With all this detailed race information every enthusiast will be able to keep track of the lap times/speeds and performance of a complete

days racing. By keeping a record of the track outline, lap length and best results during a racing session you will soon build up a picture of what type of circuit best suits your skills and where you need to improve. The Think Tank will bring your Scalextric meeting even closer to the realities of real life motor racing.



REFUELLING CALCULATIONS



LOW FUEL WARNING



FASTEST LAP SPEED/AVERAGE RACE SPEED



FASTEST LAP TIME/TOTAL RACE TIME

C.704 GRANDSTAND



C.702 CONTROL TOWER



C.700 DUNLOP BRIDGE



C.703 PITSTOP



C.275 AUTOSTART



C.706 ACCESSORY PACK



C.277 LAP COUNTER



AUTOSTART

The start of a race is always very tense. Drivers are aware that everything depends on a good start. With this in mind the Autostart was produced. The three different stages of lighting indicate warm-up laps, lining up for the start, and the signal to commence racing.

The use of an Autostart guarantees that neither driver has the obvious advantage of knowing when he is going to signal "Go". Providing a true and fair way of beginning a race the Autostart is supplied with a special starting grid on a C.150 track together with a second piece of C.150 to equalise the circuit lengths.

In every instance where products include model figures these figures are supplied unpainted.

SIMPLE ADDITIONS TO PROVIDE THAT EXTRA DIMENSION

Scalextric provide a super range of accessories for building a basic set into a well detailed highly attractive and colourful layout that looks every bit as good as the real thing. With a little forethought and some careful planning realistic scenes can be created. The action at any race meeting centres around the cars and what happens to them. This should be kept in mind when adding scenic effects to your layout. Crowds

of spectators gather and grandstands are erected at corners where the cars are travelling really fast, chicanes where there is more danger and risk of collision, and pit areas where the cars have to stop for minor repairs. There is always a control centre from which everything is organised. Spectators are of course never allowed on the track during the race and can only cross via special bridges. Bushes, trees, hedgerow grass etc. can all be made from materials purchased at local model shops.

All the drama and excitement of a real race meeting can be recreated using these simple additions from Scalextric. With a little care and attention to detail many of the scenes as shown in this catalogue can be duplicated on your own layout.

SCALEXTRIC





Production on the following items has ceased and they will be available for a limited period of time only.

C109 ESCORT

The Ford Escort has proved to be one of the most successful rally cars ever raced.

C110/C112 MINI

Developed originally from the Mini Coopers these Clubmen models have flared wheel arches. The Scalextric versions are produced in both White and Green Liveries.

C113/C114 TRIUMPH TR7

These works supported cars were raced fully for a considerable time and one of victories was the 1980 1000s 24 hour race had a 3 1/2 litre V8 engine producing 290. Scalextric models are produced in both Yellow versions.

C115 PORSCHE

This turbo charged sports car is in real extremely fast. Attractively finished, the model has a contrasting blue and red design.

SCALEXTRIC

LIMITED AVAILABILITY

IF YOU REQUIRE ONE OF THESE MODELS FOR YOUR COLLECTION THEY MAY NOT BE AVAILABLE MUCH LONGER SO BUY ONE SOON



C116 BMW

BMW entries always feature strongly in any endurance race and the 3 litre CSL is no exception. The Scalextric model holds the track well and is an excellent representation of its real life counterpart.

C117 CAPRI

Production saloon car racing is still virtually dominated by the Ford Capri. The 3.0 litre engine provides plenty of power and the handling is very good. This attractive red and black model features wing mirrors and a rear spoiler for extra detail.

C104 BRABHAM BT44B

This attractive car was originally powered by a Ford V8 engine and was designed by Gordon Murray.

C105 SHADOW

Featuring a very wide monocoque the WOP Shadow was raced successfully during the early 70's.

C106 WOLF (BLUE)

First appearing at the Belgian GP in 1978 the WR5 was then driven by the South African Jody Scheckter.

C126 LOTUS 77

Powered by a Ford Cosworth engine, this car provided the Lotus team with the great flexibility needed to adapt to the different race circuits throughout the Grand Prix calendar. The Scalextric version is well balanced and is suited to both fast and slow circuits.

C856 RALLYCROSS SET

Includes 2 TR7 sports cars. The circuit consists of 15 pieces of track including banked curves, flat curves and changeover tracks.

C842 500TT SET

Featuring two motorcycle sidecar units, this set contains over 21 feet of track including the skill testing skid chicanes.

SUGGESTIONS FOR LOCATION

Many people whilst accepting that a permanent Scalextric layout is an excellent idea have been put off by the thought of the space such a layout would occupy. With this in mind we have prepared examples of some of various methods that have been used successfully to accommodate a reasonable size Scalextric layout. The most common size for a permanent layout is 8' x 4' in that an exact size baseboard is readily available at most D.I.Y. shops and it allows plenty of choice for the circuit design. Whilst this may seem quite a large size particularly in view of the space available in many modern homes, with some careful planning, a little thought, and some ingenuity a permanent Scalextric layout can be readily accommodated in most homes.

FULL END WALL LAYOUT

Reference to the drawings will show that the principle for this method of location is similar to the operation of up and over garage doors. It allows the layout to be stored flat against an end wall of a garage or a room when not in use, occupying a space of no more than 12 inches or so. The bottom end is hinged such that when the board is lifted to its horizontal position the hinged section folds down to act as a permanent support. A reasonably large layout can thus be accommodated whilst taking up very little space.

DOUBLED-SIDED TABLE LAYOUT

Sometimes a games room or garage is devoted to various activities and the opportunity occasionally presents itself to double up on the use of certain items of equipment. The illustration shows a situation where a board is used for playing table tennis by mounting on trestles (it can thus be stored against a wall when not in use). A permanent Scalextric layout can quite easily be constructed on the underside of this board with no extra premium on space.

WALL-MOUNTED LAYOUT

An excellent method of storing a permanent Scalextric layout is to mount the board within a framework to the wall of a bedroom or a playroom. The advantages of this arrangement are that when the unit is folded away the underside can be used as a panel for displaying photographs, posters

and pictures. This helps to avoid sticky tape, pins and nails being used on other carefully decorated walls within the room. A detailed explanation of the construction of this particular style of layout follows on the next few pages. The step by step photographic guide serves to emphasise that the work involved is not complex provided a logical approach is adopted.

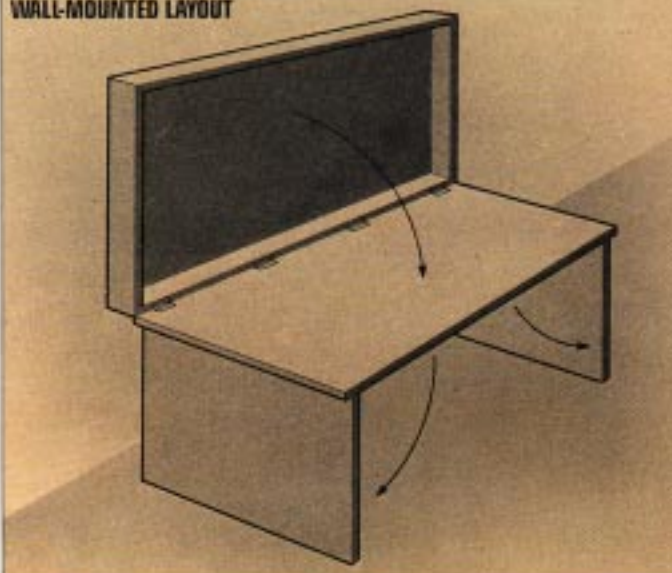
ROOM PLANS

If space permits a layout can be mounted on a board actually fixed permanently in position around the room. The variety of track within the Scalextric range provides the flexibility to build interesting and exciting layouts to suit almost any shape or size. Three room plans are illustrated and it will be noticed that certain features need to be taken into account. In some cases access to the furthest parts of the layout has to be allowed for. If the plan of the room requires it a layout can be constructed (by means of a suitable hinge arrangement) to accommodate door openings.

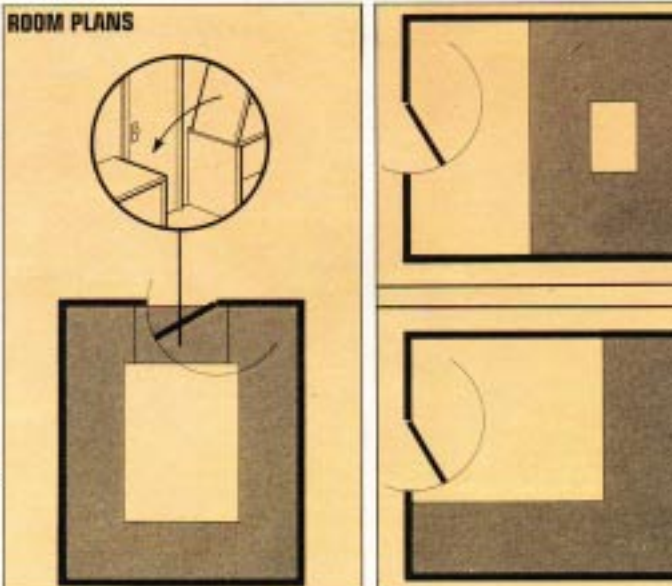
ROOM DIVIDER LAYOUT

In some instances where bedrooms are shared children like to have their own separate sections and room dividers are quite common. A room divider can easily be constructed that also conveniently stores the Scalextric layout as a secondary function. Reference to the diagrams will show the principles behind such a unit.

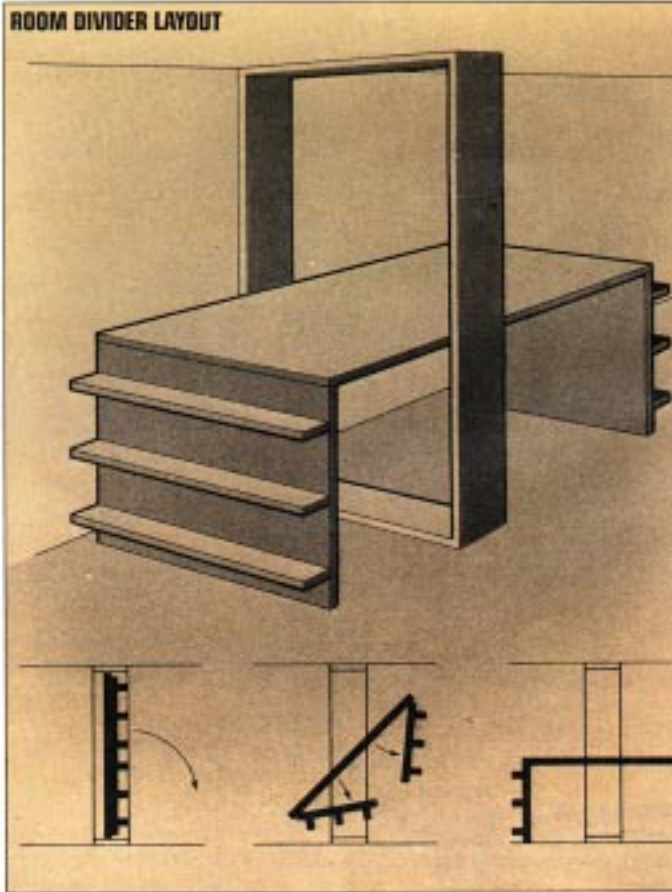
WALL-MOUNTED LAYOUT



ROOM PLANS



ROOM DIVIDER LAYOUT

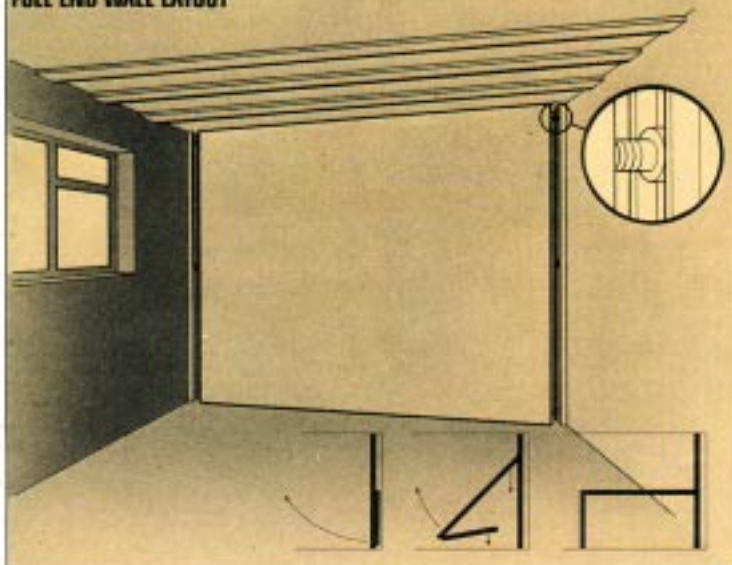


SCALEXTRIC

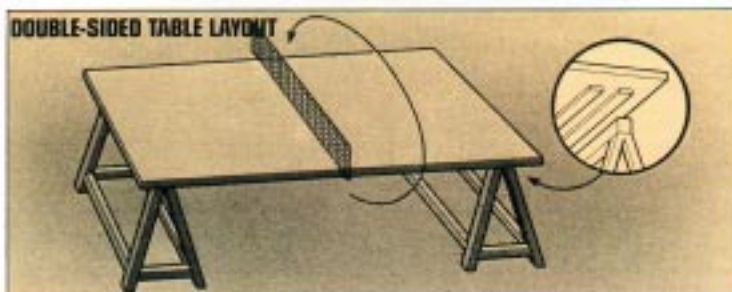
A PERMANENT LAYOUT



FULL END WALL LAYOUT



DOUBLE-SIDED TABLE LAYOUT





CONSTRUCTING A TYPICAL LAYOUT

We have chosen to mount our layout up against a wall hinged within a framework which allows the circuit to be completely folded away when not in use and the base to double as a decorative panel on which pictures, posters, etc. can be pinned. The ideal position for the hand throttles, power unit, etc. has been checked and the layout is to be located close to a suitable power supply.

The first step is to ascertain the materials required and as such a rough sketch of the proposed construction was drawn and the various components listed. The following is the list of materials required:

- 1 - 8' x 4' sheet of $\frac{3}{4}$ " blockboard
 - 1 - 5' x 2' sheet of $\frac{3}{4}$ " blockboard
 - 3 - 9' lengths of 8" x 1" finished timber
 - 3 - 8' lengths of 2" x 1" finished timber
 - 10 - hinges, various screws and rawl plugs
 - 2 - Brass bolts
 - Cork tiles for 8' x 4' area
 - Small mesh chicken wire
 - Mutton cloth (available from most butchers)
 - Plester (Sinephite)
 - Various adhesives - Unibond - Evo Stick - Tile Adhesive
 - Emulsion paints (green/grey/brown)
 - Scalextric track and accessories
 - Scenic accessories e.g. trees, lichen, flock (a number of brands are available from most model shops).
- Having obtained all the components required and the various tools necessary we can begin the assembly work.

Initially the baseboard was laid flat on the floor and the frame was cut around it to the exact size thus preventing later problems of the board not fitting the framework correctly. The frame was then predrilled and countersunk on the corners and secured using 3 x 1 $\frac{1}{4}$ " size 10 screws on each corner. These corner joints could, of course, have been dovetailed or mitred for extra strength.

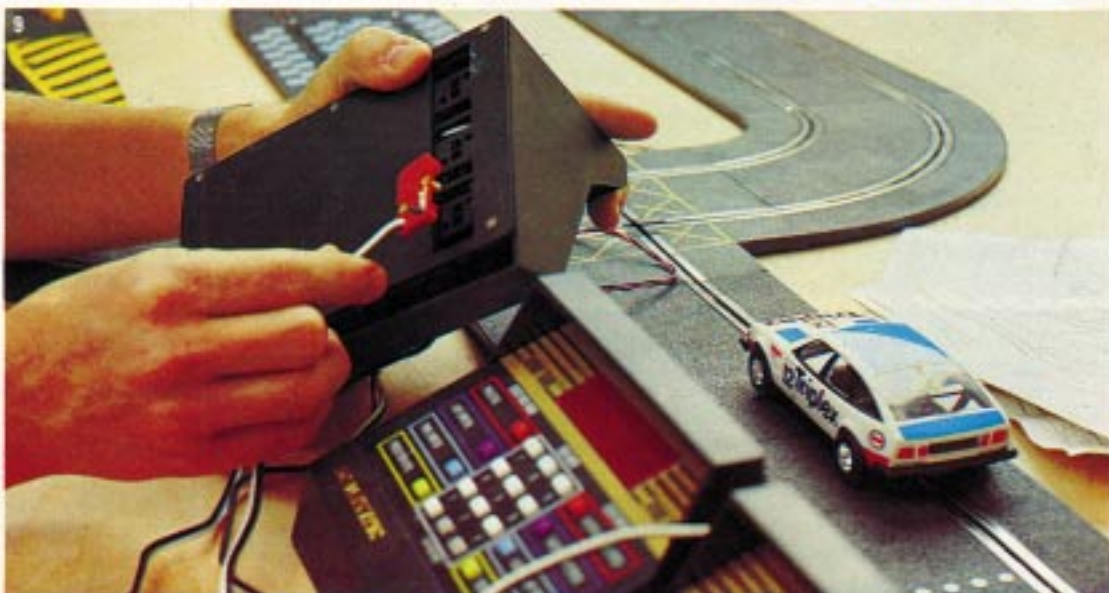


The next stage was to determine the height at which the layout was to be (it is quite practical to have the work height the same as a bed thus utilizing bed as the support for the layout when in its operating position.) It was decided a working height of 30" was required; positions of the 2" x 1" battens were determined and they were then firmly screwed to the wall. The frame was mounted on the battens. Hinges were screwed to the baseboard and the assembly was offered up to the frame to check. The flaps for supporting the layout in its operating position were then made fitted and the complete assembly set to the frame.



SCALEXTRIC

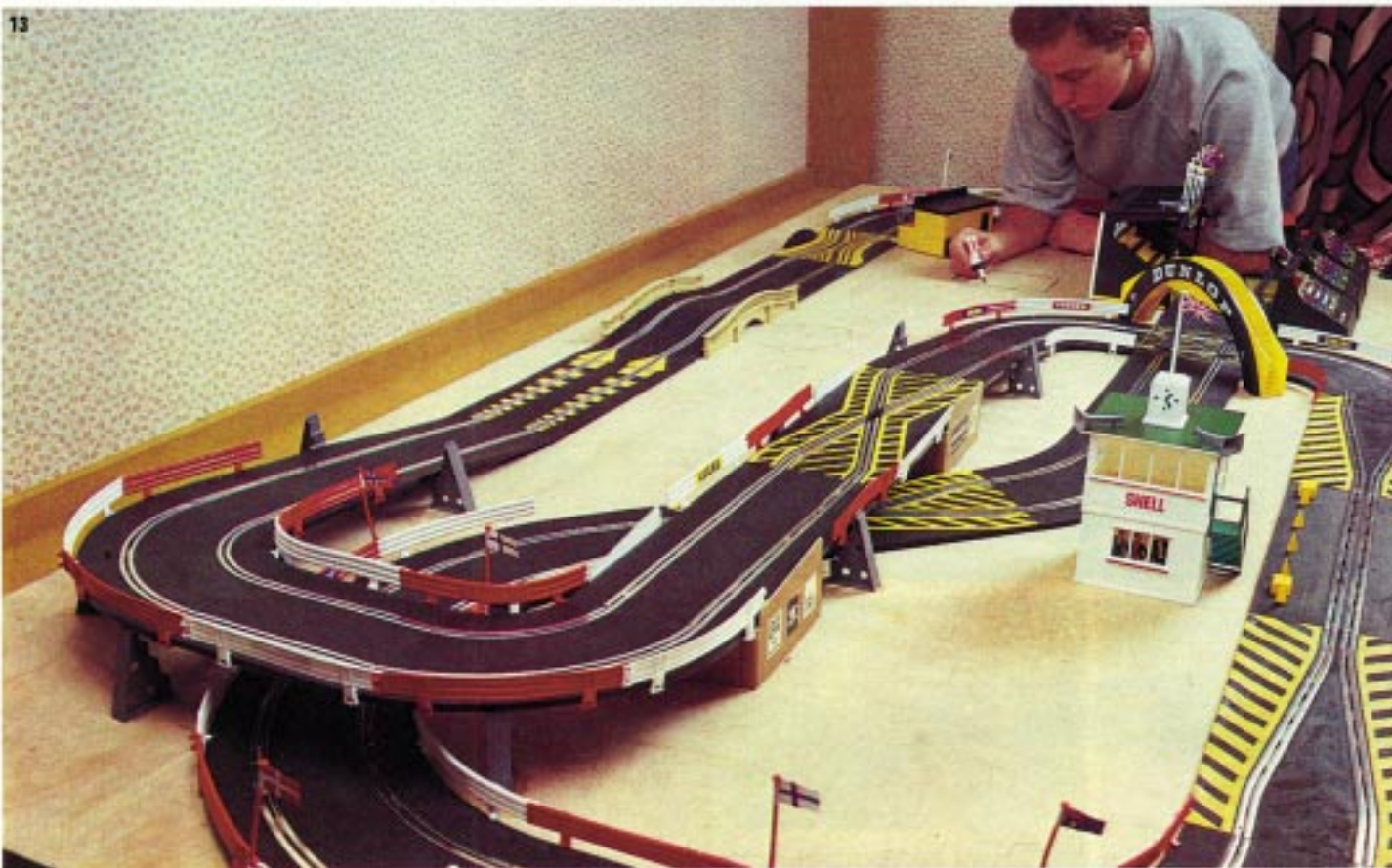
A PERMANENT LAYOUT



Having decided upon the design for the circuit layout itself the track components were assembled and checked. Next the track components were fitted together to form the complete circuit ensuring its fit on the baseboard. The positions of the track were then marked out on the baseboard and the key points where scenic highlights were required also noted. Power was then connected to the circuit and the electrical connections throughout the whole layout checked, this is an important step and can eliminate many problems later on. The electronic accessories were then sited in their final positions and the wiring runs worked out. Slots in the board were cut out for the wires knowing that these would be covered later by the cork tiles. Subsequently the electronic units were connected into the circuit and the complete set-up was again tested for electrical connections and operational efficiency.

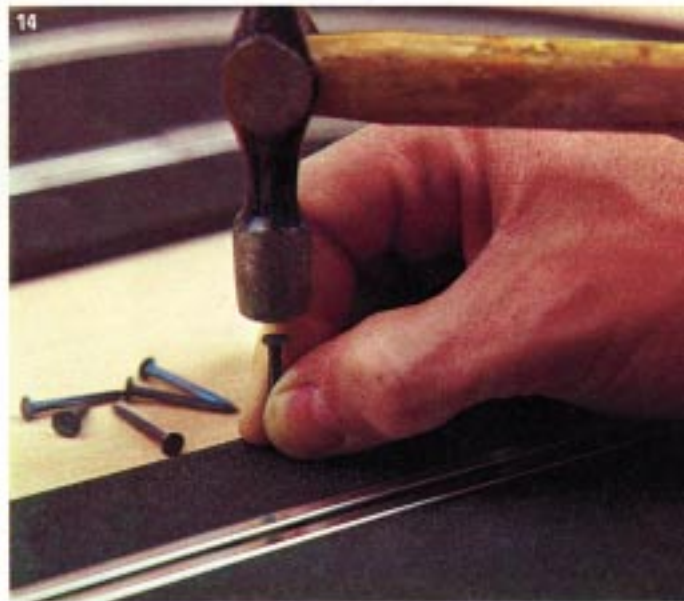
- Summary**
1. Assemble materials
 - 2/3. Construct frame and baseboard assembly - fix to wall
 4. Assemble Scalextric components
 - 5/6. Assemble track on baseboard
 7. Preliminary electrical check
 8. Cut slots for electronic units
 - 9/10. Assemble and test electronic units.





Following this the bridge supports were located and secured in position. The cardboard supports can be fixed as shown in the photograph by cutting a suitable off cut to size and gluing it to the baseboard. This will prevent movement of the supports when the layout is folded away. If the grey wedge shaped bridge supports had been used these would have been stuck directly to the baseboard with Evo Stick. Crash barriers and flags were the next items to be added to the layout.

At this stage in the construction the exact positions of the buildings were finalised together with the positions for the hills, slopes and other scenic accessories. When the items were all in position it would be easier to decide whether or not any changes were needed and adjust things accordingly. Final adjustments to the positions of the track were then made, the buildings removed and the track firmly fixed to the baseboard with panel pins or tacks.



SCALEXTRIC



The landscaping of the layout was the next task to undertake and it began by cutting up the chicken wire roughly contouring the banks, humps, slopes, etc. and pinning this down to the board. Care should be taken that the height of the hills does not exceed the space available inside the framework when the layout is in the closed position. The mutton cloth was then cut to shape, dipped in a solution of 50% water; 50% Unibond and covered over the chicken wire. This was then left overnight to harden. The Unibond adhesive was then added around the edges to ensure a firm fit to the baseboard. Following this plaster was spread over the cloth and shaped to suit. Care had to be taken at this point not to get the plaster all over the track. After 24 hours the plaster had set completely and emulsion paint (green, brown or grey depending on the scenic areas) was brushed over all the areas of plaster and

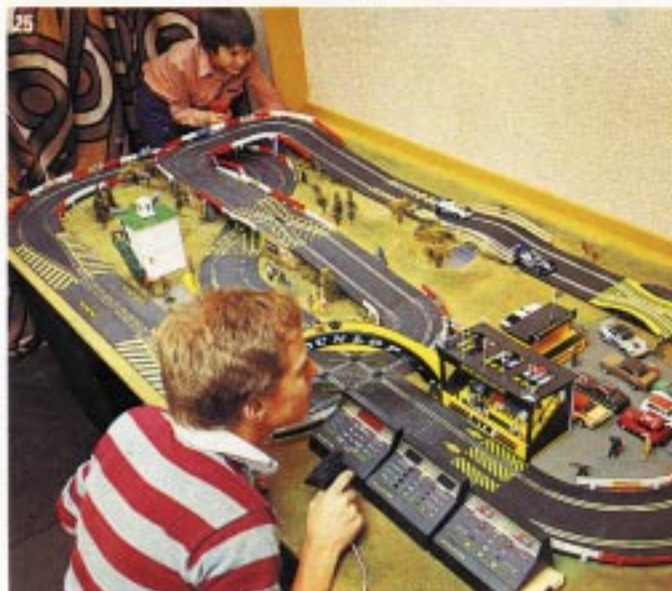
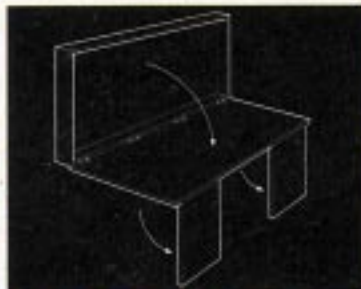
bare baseboard. This acted as an excellent base colour for further decoration.

Scenic figures, kits and other components were then painted, the buildings repositioned and the figures sited at the various action points throughout the circuit. The buildings were not permanently fixed in position due to their height, but were to be removed when the layout was in the upright position.

Summary

11. Glue bridge supports to secured base
12. Assemble crash barriers and flags
13. Mark final positions for buildings
14. Pin down track
15. Mould and fix chicken wire
16. Apply mutton cloth
17. Spread and model plaster
18. Position and glue trees - Paint base colours
19. Paint figures.





To complete the decoration of the layout itself the figures were glued in position with Evo Stick and the modelling materials, trees, bushes, grass, gravel, etc. used to finish the layout.

The brass bolts were then fitted, the layout fixed in its upright position and the cork tiles glued to the underside giving a neat a tidy finish. The flap supports were painted and in this case double as a scoreboard when a dartboard is mounted to the panel.

Summary

20. Position figures on layout - Fix w Stick
21. Brush small areas of painted ba with Unibond and water (50/50 Sprinkle modelling grass - use a sifter for even spread
22. Spread modelling grass or gravel base of figures for greater real
23. Build up layers of different grass subtle effects - spray after each application with weak solution i Unibond
24. In the closed position - a practical decorative addition to the room
25. The layout completed and ready action. Now enjoy years of fun.

SCALEXTRIC

Scalectric products are carefully designed to provide hours of uninterrupted entertainment. They are extremely durable and when looked after correctly will prove very reliable. As a general comment if the vehicles and equipment are functioning satisfactorily then apart from routine care they are best left alone.

GENERAL CARE

The original box in which the Scalectric set is packed should be kept and the equipment packed neatly away after it has been used. This not only provides protection but also prevents dust and dirt causing problems. Often Scalectric equipment is quickly packed away in a large cardboard box without any thought as to what problems this can cause. Deformation on the cars can be damaged if the models scratch up against sharp edges of track. Sometimes parts can be broken if a lot of heavy track is packed



on top of them. The car motors have magnets and if spare pins and braids are left loose in the box they can stick to the motors and if left for any length of time ruin them. Hand controller triggers can easily get broken and if dirt or dust gets inside then their performance could be considerably reduced. Keeping your equipment packed in a neat and tidy fashion is by far the best way of ensuring it stays in good condition. An excellent idea for looking after



the extra cars and spare parts that have been added to your layout is to purchase a plastic toolbox with various compartments. This enables different parts and tools to be kept separate and provides good protection for the cars.

KEEPING YOUR TRACK IN GOOD CONDITION

Keep all the track surfaces clean. Bad contact and poor running of the cars will result from dirty track. The rails themselves should be cleaned with a non-abrasive cleaner e.g. duraglit, alternatively a smooth cloth dampened with methylated spirits can be used. The black plastic if that gets dirty can be cleaned with a damp cloth and



a mild soap solution. Dirt and dust should be regularly removed from between the track slots with a firm brush. If the hand throttle starts to overheat this could be a short circuit caused by a piece of metal or worn braid on the track touching both conductor rails. The power should immediately be switched off and a pair of scissors or a screwdriver inserted between the rails and run around the complete circuit. Following this the slots should again be brushed clean.



CAR MAINTENANCE

The most common problems that arise with cars are associated with fluff and dirt that accumulates at various points. When cars come off the track at speed and roll along or over the carpet they pick up fluff very easily. This can soon tangle around the back axle or on the pick up braids and will result in poor performance. The pick up braids should not only be free from fluff



but they should also be kept as tidy as possible being of equal length and shape. They can easily be trimmed with scissors. Lubrication is important but never over oil the vehicles. Reference to the instruction leaflet will show the points that need oiling. Only apply oil in single droplets. This can be done by allowing the oil to run down a pin or needle and to drip onto the exact spot. Tyres should be kept clean. This can be done with a proprietary rubber cleaner;



sports shops will sell a cleaner for the rubber on table tennis bats which is suitable for the task. The Super Formule and Grand Prix ranges of cars will adhere to the track much better if the rear wheels are perfectly flat and round. Initially the tyres could have high spots and these can easily be removed with a simple sanding device. A wedge shaped block should be covered with fine glass paper and the car held on the track in such a position that the pick-ups make contact with the metal rails, bring the rear tyres just into contact with the glass paper and allow them to run for a few seconds. Test the car on the track and repeat until you are satisfied that the tyres are completely round. Saloon cars do not need as much grip, they will operate better if the car slides more at the back thus preventing them from rolling over when taking corners fast. Try operating some saloon cars with treaded tyres (as used on the Stox cars) and see the difference



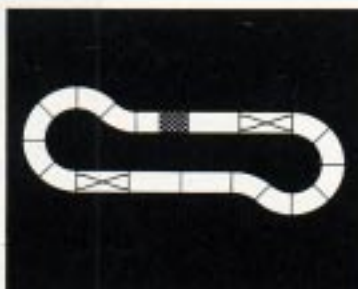
TAKE CARE OF YOUR EQUIPMENT
HINTS FOR GOOD RUNNING

CIRCUIT LAYOUTS

Never position hump bridges after a corner, try to leave at least one half straight before the bridge. The tail out slides of some vehicles can cause them to clip the edges of the bridge and then come off the track.



When holding 4-lane races it can be confusing if cars come off the track as to which lane to put them back on to. A good solution is to colour code the track lanes at various points along the circuit thus eliminating the problem.



FORMULA 1



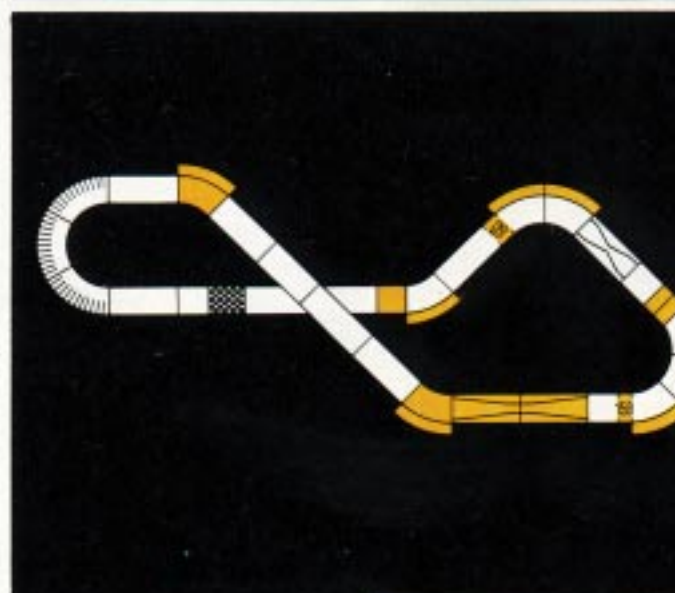
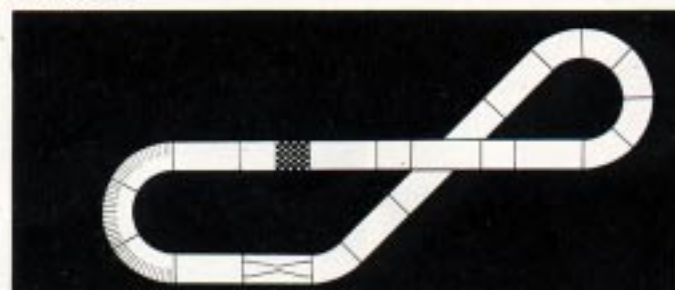
1st Extension

Components Required
 2 x C 100
 1 x C 174 (2 pieces)
 Approximate Size 250 x 107cm (8'3" x 3'6")



1st Extension

Components Required
 2 x C 158
 1 x C 248
 1 x C 174 (2 pieces)
 1 x C 195
 Approximate Size 275 x 122cm (9'0" x 4'0")



1st Extension

Components Required
 2 x C 157
 2 x C 150
 1 x C 159
 2 x C 151
 1 x C 174 (2 pieces)
 1 x C 196
 Approximate Size 350 x 132cm (11'6" x 4'4")

Further Extension

Components Required
 4 x C 160
 4 x C 151
 1 x C 176
 1 x C 248
 1 x C 269
 Approximate Size 335 x 100cm (11'0" x 3'3")



Further Extension

Components Required
 1 x C 248
 1 x C 178
 6 x C 151
 Approximate Size 183 x 152cm (6'0" x 5'0")



Further Extension

Components Required
 2 x C 157
 1 x C 158
 1 x C 150
 4 x C 151
 1 x C 269
 1 x C 277
 Approximate Size 218 x 208cm (7'2" x 6'10")



GRAND PRIX

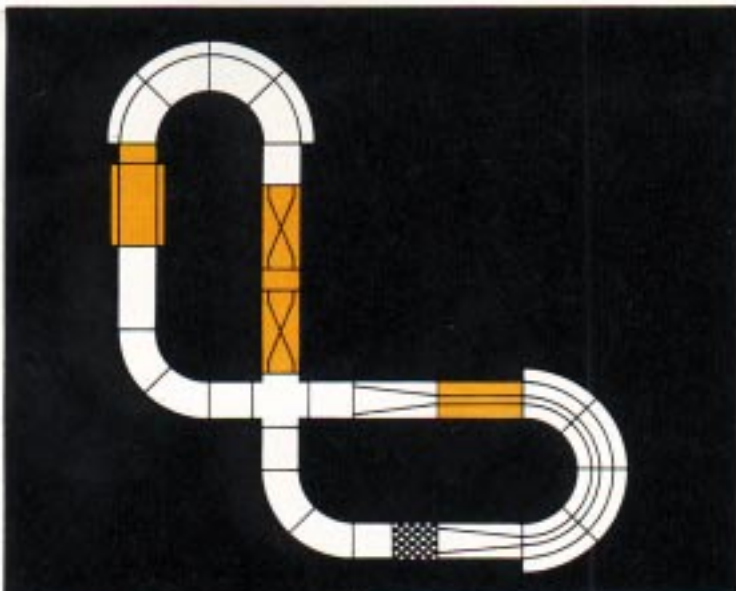
V8 CHAMPIONSHIP



Note: In each case the components required for the further extension assume that the 1st extension has already been added to the basic set.

SUGGESTED EXTENSIONS TO SETS

SUPER STOX



1st Extension

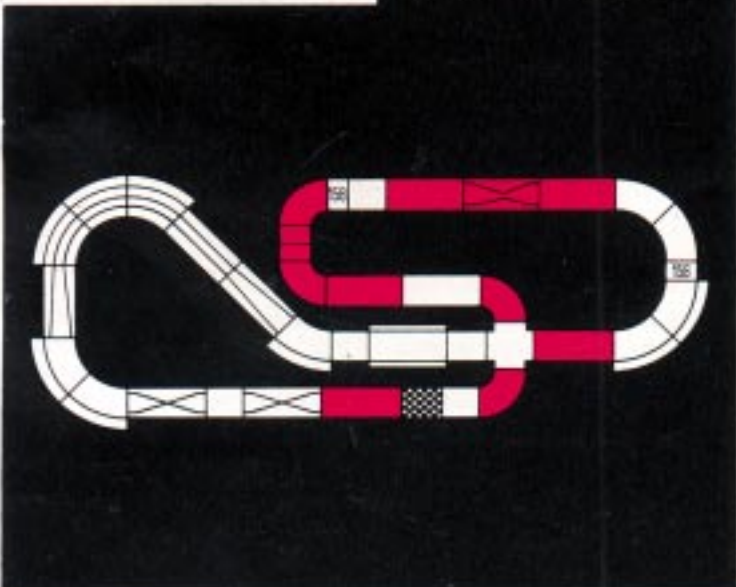
Components Required
 2 x C.158
 1 x C.178
 1 x C.182 (2 pieces)
 1 x C.248

Approximate Size 264 x 152cm (8'11" x 5'0")

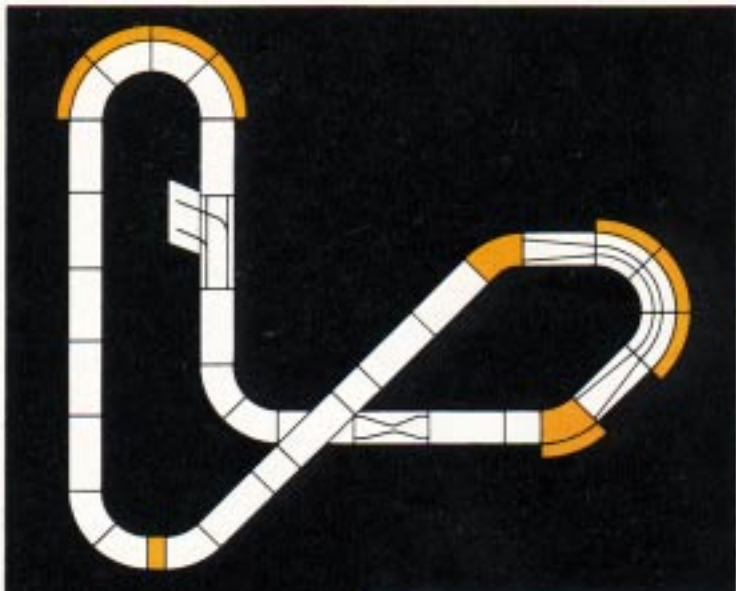
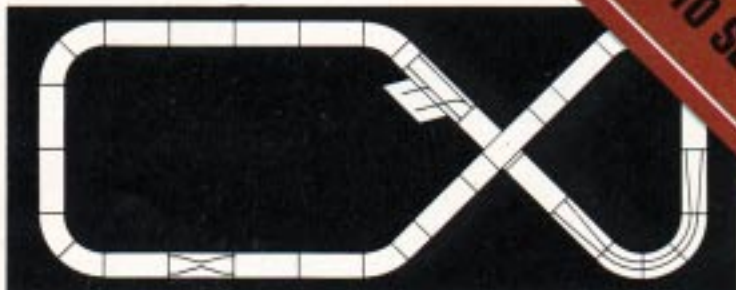
Further Extension

Components Required
 2 x C.157
 5 x C.169
 4 x C.156
 1 x C.175

Approximate Size 296 x 172cm (9'9" x 5'8")



LE MANS 24 HOUR



1st Extension

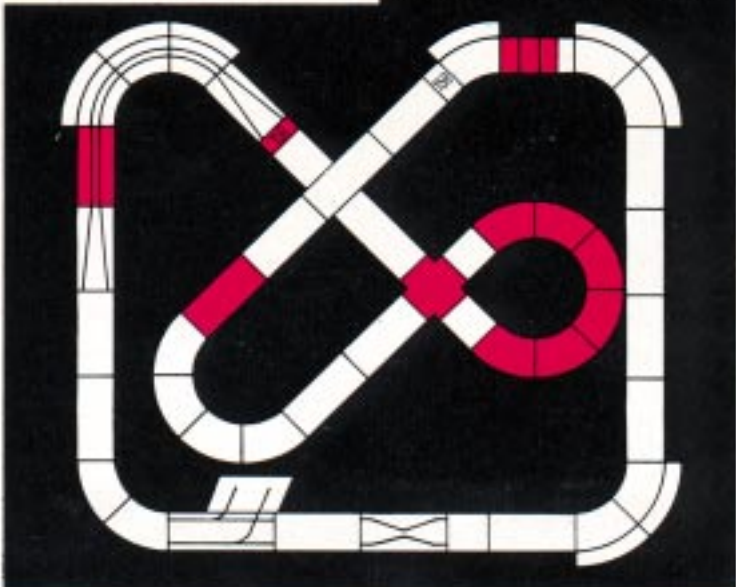
Components Required
 1 x C.157
 2 x C.151
 1 x C.196

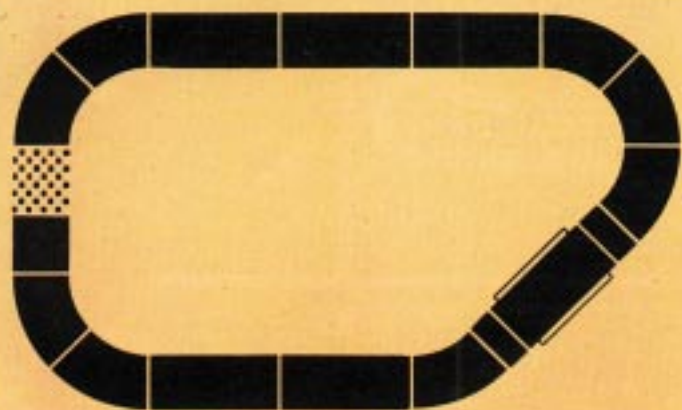
Approximate Size 282 x 248cm (9'3" x 8'2")

Further Extension

Components Required
 3 x C.157
 1 x C.158
 1 x C.160
 6 x C.151
 1 x C.175
 1 x C.248

Approximate Size 244 x 216cm (8'0" x 7'2")

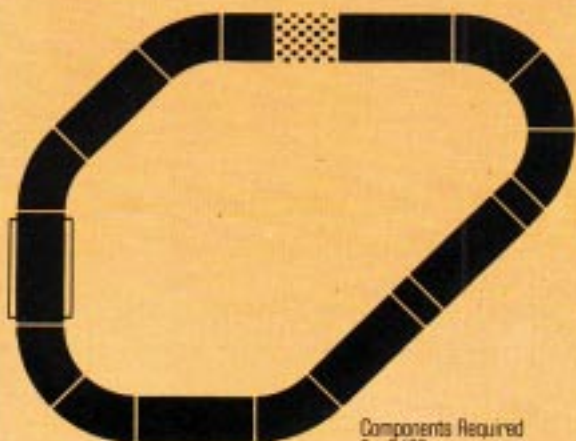




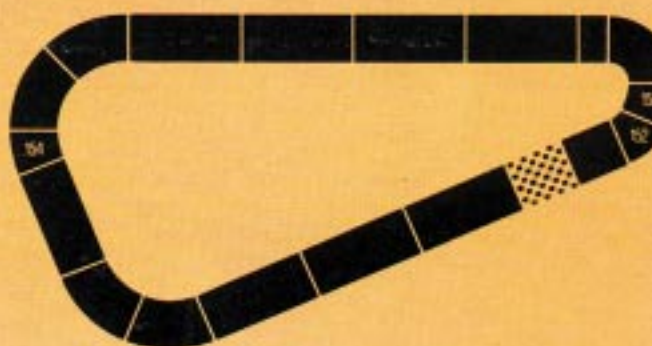
Components Required
 5 x C.160
 1 x C.165
 2 x C.157
 8 x C.151
 1 x C.248
 Approximate Size 180 x 109 cm (5'11" x 3'7")



Components Required
 2 x C.160
 1 x C.165
 1 x C.157
 1 x C.158
 8 x C.151
 2 x C.152
 2 x C.156
 Approximate Size 142 x 108 cm (4'8" x 3'7")



Components Required
 5 x C.160
 1 x C.165
 2 x C.157
 8 x C.151
 1 x C.248
 Approximate Size 170 x 135 cm (5'7" x 4'5")



Components Required
 8 x C.160
 1 x C.165
 1 x C.158
 4 x C.151
 1 x C.152
 2 x C.154
 1 x C.156
 Approximate Size 208 x 107 cm (6'10" x 3'7")



Components Required
 1 x C.160
 1 x C.165
 4 x C.168
 12 x C.151
 1 x C.248
 Approximate Size 196 x 77 cm (6'5" x 2'6")



Components Required
 3 x C.160
 1 x C.165
 12 x C.151
 Approximate Size 168 x 94 cm (5'6" x 3'1")

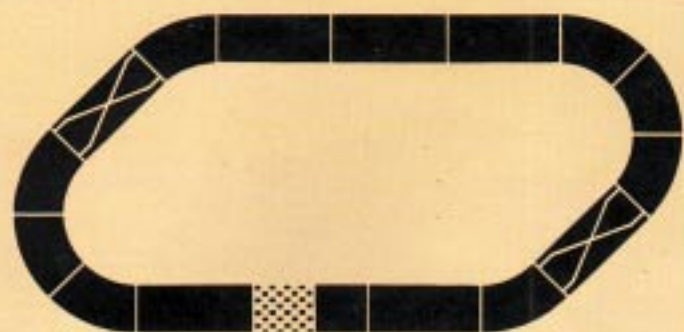
THE PROBLEM OF SPACE

When constructing a Scalextric layout there are some situations where the limited space available creates considerable problems. Every enthusiast has a particular track layout on which they feel they can achieve their best results. However, this "favourite" circuit can eventually become fairly routine and a desire to experiment with other track formations soon develops.

With unlimited space and a large selection of track to choose from there are no problems. This is not always the case, however, and as such we have put together here some layout plans which should help persons who experience problems of limited space.



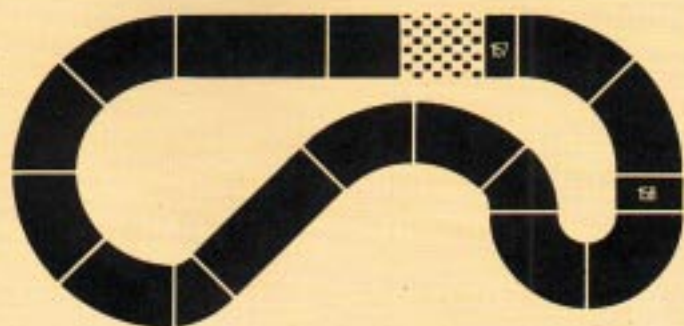
GETTING THE MOST FROM A SMALL LAYOUT



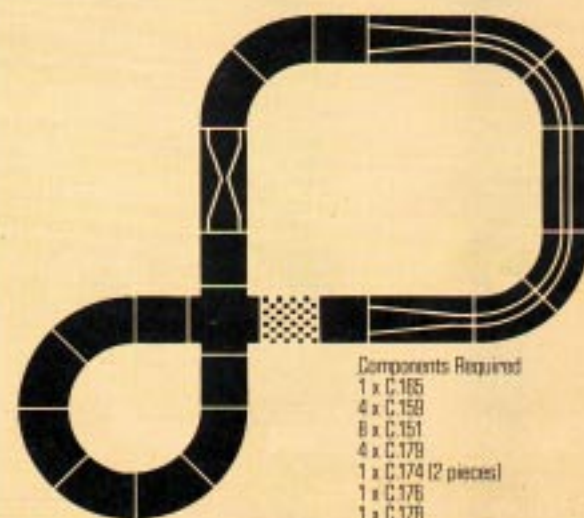
Components Required
 5 x C.160
 1 x C.165
 8 x C.151
 1 x C.162 (2 pieces)
 Approximate Size 208 x 107cm (6'10" x 3'4")



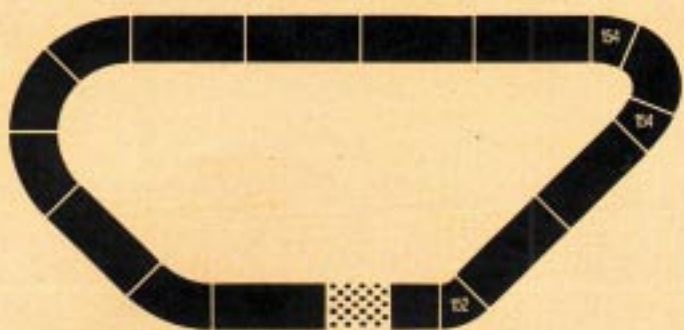
Components Required
 2 x C.160
 1 x C.165
 1 x C.157
 1 x C.158
 8 x C.151
 2 x C.152
 2 x C.156
 Approximate Size 165 x 86 cm (5'5" x 2'10")



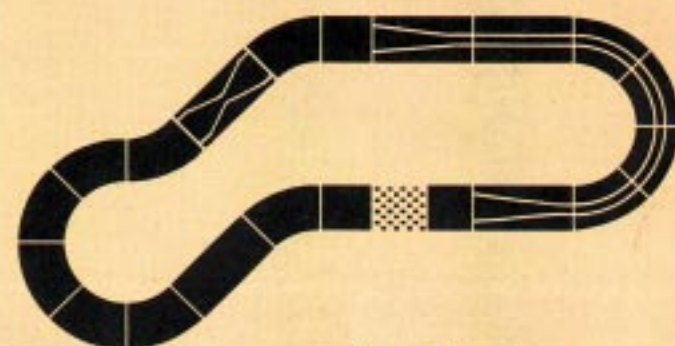
Components Required
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 1 x C.165
 1 x C.157
 1 x C.158
 8 x C.151
 2 x C.152
 2 x C.156
 Approximate Size 153 x 74 cm (5'0" x 2'5")



Components Required
 1 x C.165
 4 x C.158
 8 x C.151
 4 x C.178
 1 x C.174 (2 pieces)
 1 x C.176
 1 x C.178
 1 x C.249
 Approximate Size 221 x 137 cm (7'3" x 4'6")



Components Required
 8 x C.160
 1 x C.165
 4 x C.151
 1 x C.152
 2 x C.154
 1 x C.156
 Approximate Size 206 x 99 cm (6'9" x 3'3")



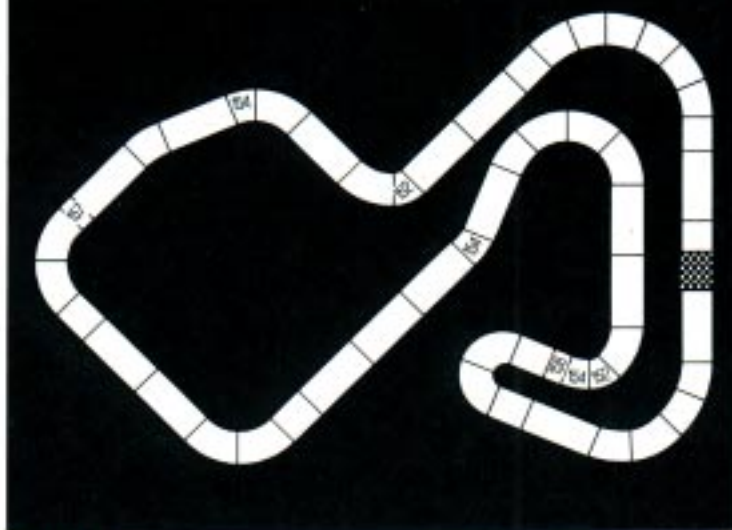
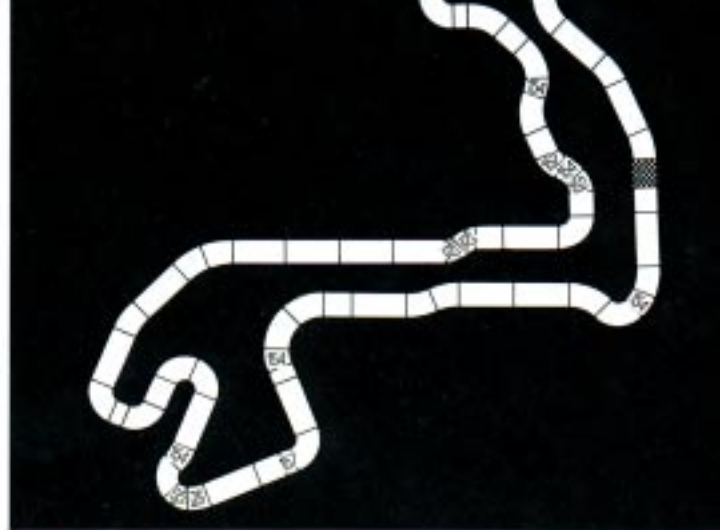
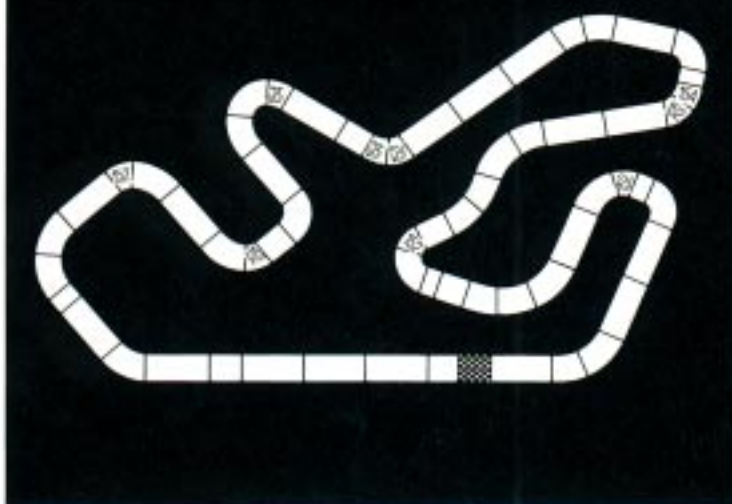
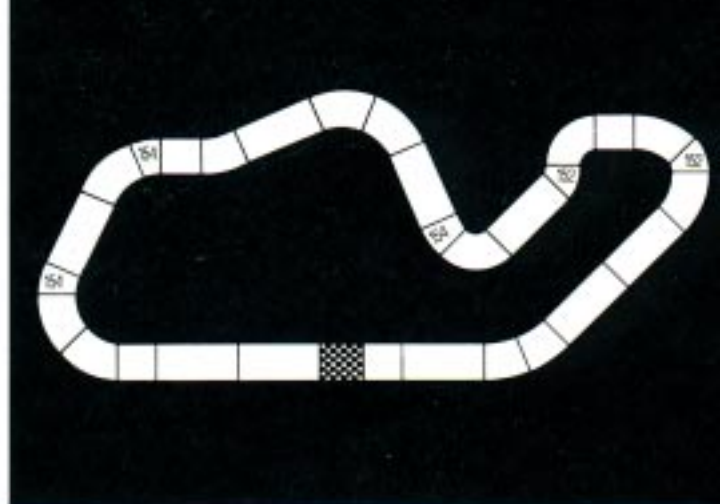
Components Required
 1 x C.160
 1 x C.165
 2 x C.158
 8 x C.151
 4 x C.178
 1 x C.174 (2 pieces)
 1 x C.176
 1 x C.178
 Approximate Size 234 x 119 cm (7'8" x 3'11")

DESIGNING YOUR OWN CIRCUIT

Good circuit design is vital, a difficult layout will be frustrating for younger drivers if their cars don't stay on the track. Until reasonable driving proficiency is obtained a simple layout allows steady consistent driving rather than irritating crashes. Connect hand throttles to different straight track sections where possible, this allows

drivers more room and better vision. Try and include a long straight section, it gives drivers time to relax a little each lap, provides room for buildings and a pit stop and improves skills as braking needs more accurate judgement. Keep starts away from corners thus allowing drivers to get the feel of the cars before the first bend. Tight inner curves can be difficult to negotiate, try using an outer or standard curve before

the inner curves giving yourself a little margin for error. Leave one straight track between a pitstop and a corner, the sliding of the car may operate the turnout button and send the car into the pits. Experiment with different circuits, try to master differing corners and curves. If a layout favours one lane arrange the races in two heats, each person racing a different lane in each heat.

BRANDS HATCH**MONTE CARLO****JARAMA****KYALAMI****BRANDS HATCH - ENGLAND**

Approximate Size 225 x 330cm (7'4" x 10'10")
 Components Required
 1 x C.157/1 x C.158/6 x C.159/16 x C.160/1 x
 C.165/10 x C.161/2 x C.162/11 x C.163/3 x C.154/
 2 x C.156

Brands Hatch just off the A20 near Farningham in Kent has graduated from a small motorcycle grass track in 1928 to one of Britain's finest Grand Prix circuits. The track in 1950 was used exclusively by motorcycles and early Formula 3 single seater machines on which many famous drivers learnt to race. In 1954 the course was extended from 1.1½ miles by adding a loop with its now famous Druids Bend at the top of a steep rise. Extended again in 1960 (2.65 miles) and given permanent stands and pits it was not until 1964 that the first British Grand Prix was held there.

JARAMA - SPAIN

Approximate Size 390 x 210cm (12'9" x 6'11")
 Components Required
 4 x C.158/5 x C.150/19 x C.160/1 x C.165/10 x
 C.151/6 x C.152/8 x C.153/3 x C.154/5 x C.156
 Located in Madrid this 2.155 mile circuit hosts the world's top racing drivers for the Spanish Grand Prix.



When wearing flame proof suits and safety helmets just before the race begins, the hot sun can be very uncomfortable.

MONTE CARLO - MONACO

Approximate Size 384 x 264cm (12'11" x 8'8")
 Components Required
 1 x C.157/4 x C.158/7 x C.159/17 x C.160/1 x
 C.165/7 x C.151/5 x C.152/8 x C.153/6 x C.154/
 11 x C.156

The unique Monaco circuit is amongst the most famous in the world. It is one of the shortest (2.058 miles) and slowest and yet provides some of the most exciting racing seen in the Grand Prix calendar.

KYALAMI - SOUTH AFRICA

Approximate Size 128 x 292cm (4'2" x 9'7")
 Components Required
 3 x C.158/9 x C.160/1 x C.165/7 x C.151/2 x
 C.152/3 x C.153/3 x C.154/2 x C.156
 The Kyalami circuit near Johannesburg in South Africa is approximately 2.56 miles long and normally features very early in the Formula 1 World Championship series.



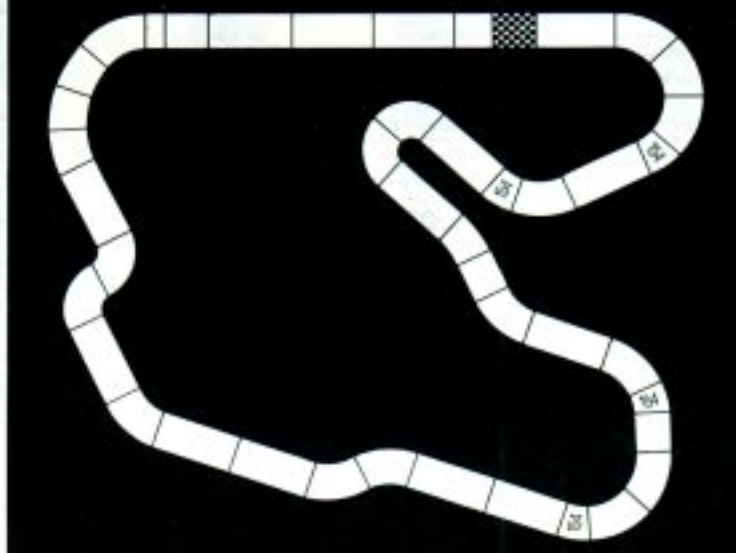
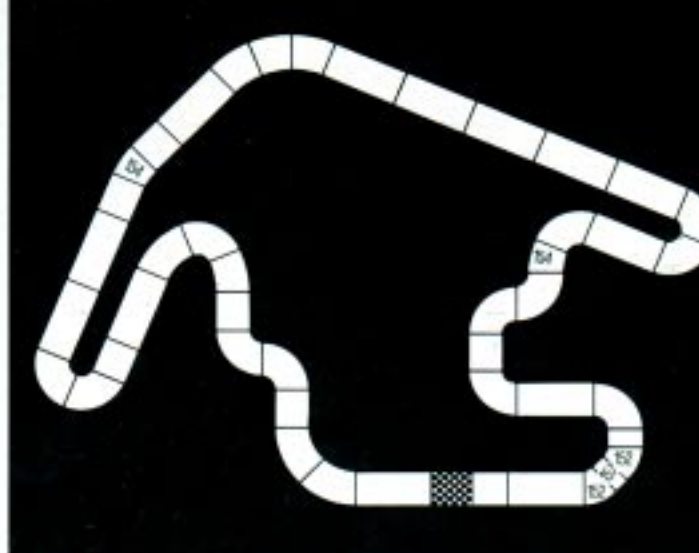
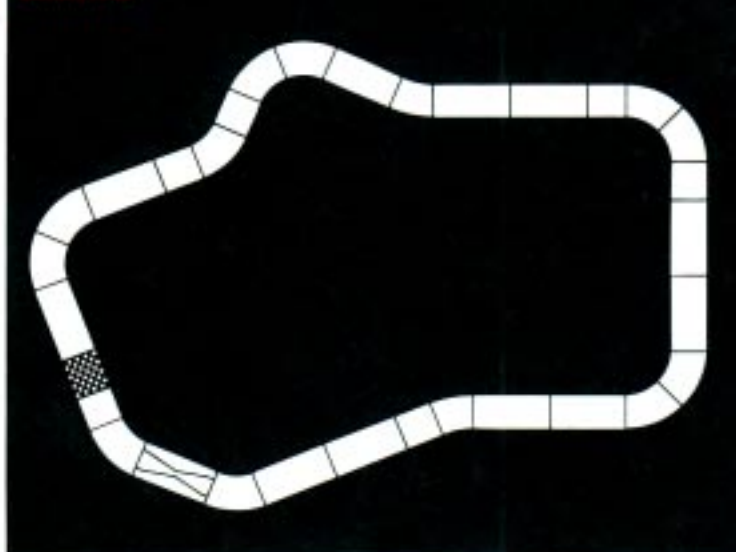
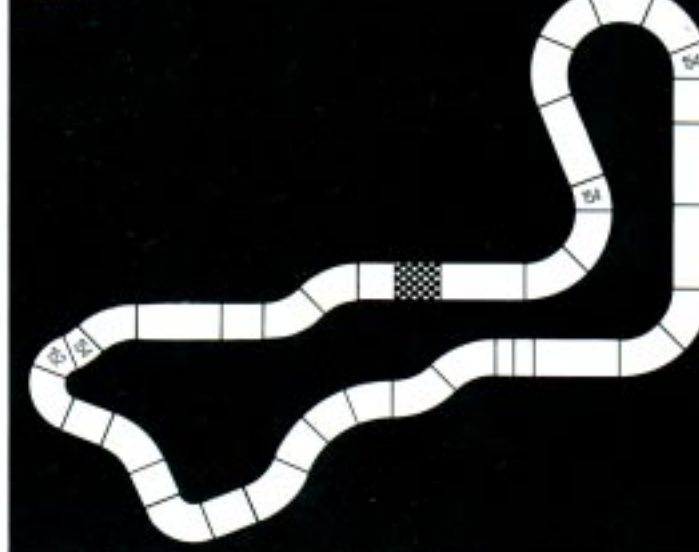
SCALEXTRIC



RACING TIP

Try and drive as smoothly as possible, very late braking and too early acceleration from a corner will unsettle the roadholding of a car making it slide consequently losing valuable time. A wildy sliding model may look spectacular but it is actually a slow way to drive. Watch the experts and see how little they allow their cars to skid.



ZANDVOORT**LONG BEACH****SILVERSTONE****ZOLDER****ZANDVOORT - HOLLAND**

Approximate Size 235 x 268cm (7'8" x 8'6")

Components Required

1 x C.157/3 x C.158/14 x C.160/1 x C.165/12 x C.151/4 x C.153/4 x C.154/4 x C.156

Zandvoort home of the Dutch Grand Prix is situated on the coast near Haarlem, it has a lap distance of 2.6 miles. The double bend of the Hurze Rug, where the circuit runs around the back of the pits provides a formidable obstacle

SILVERSTONE - ENGLAND

Approximate Size 232 x 310cm (7'7" x 10'2")

Components Required

5 x C.158/11 x C.160/1 x C.165/11 x C.151/2 x C.153/1 x C.178

The fastest and largest of all the British aerodrome circuits Silverstone is also one of the fastest circuits in the Formula 1 World Championship with speeds of over 140 m.p.h. on average throughout a complete lap being possible. As a disused airfield it was taken over by the Royal Automobile Club who held the first post war R.A.C. Grand Prix there in 1948. With no slow corners spectators and drivers can enjoy the thrills provided by a variety of really fast twists and bends. The circuit has a lap distance of 2.9 miles and is situated in open countryside near Towcester.

LONG BEACH - USA (WEST)

Approximate Size 220 x 315cm (7'3" x 10'4")

Components Required

1 x C.157/1 x C.158/6 x C.159/13 x C.160/1 x C.165/3 x C.151/2 x C.152/4 x C.153/2 x C.154/12 x C.156

A 2.02 mile circuit twists and turns through the streets of Long Beach. This Californian circuit lends itself to spectacular and violent accidents

ZOLDER - BELGIUM

Approximate Size 150 x 325cm (4'11" x 10'8")

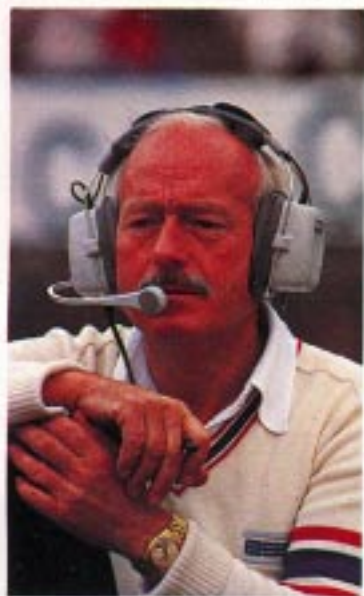
Components Required

2 x C.157/5 x C.158/6 x C.160/1 x C.165/15 x C.151/1 x C.152/3 x C.153/3 x C.154/2 x C.1

The Belgian Grand Prix is raced on the 2.64 mile Zolder circuit. Extremely narrow and designed for the task of coping with a Grand Prix field the Zolder pits have been the subject of a great deal of justified condemnation. The 1981 season saw two bad accidents, one of which proved fatal for a team mechanic.



SCALEXTRIC



A familiar figure in a familiar role, Colin Chapman, Manager of the Lotus Team is shown above issuing his instructions. With so much noise and outside interference the headphone communication link is vital between the driver and the manager during a pit stop.

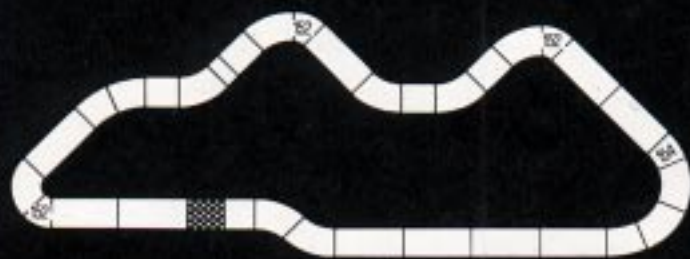
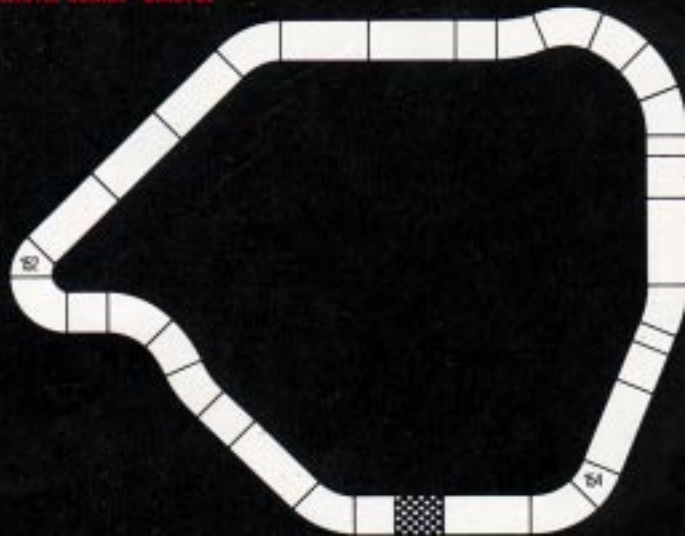
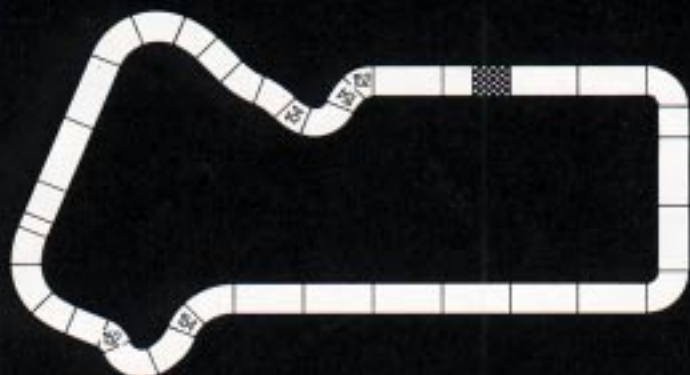
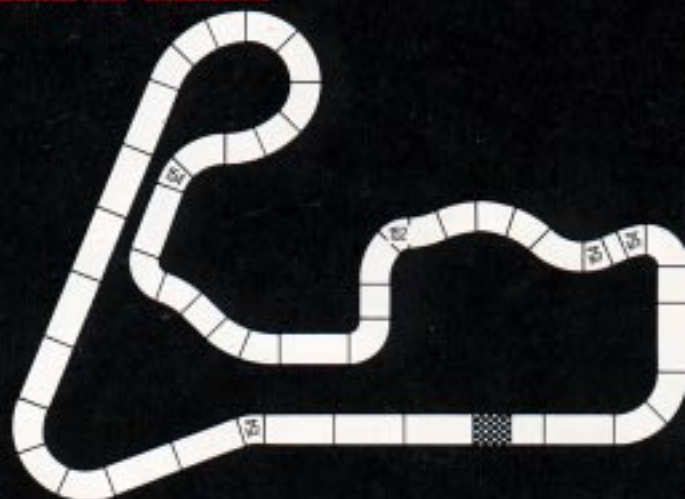
RACING TIP

Check your performance with the aid of the 'Think tank'. You will notice that the fastest laps are achieved when the car hardly appears to slide at all.



The scene above is recognised as being part of the risk involved in Formula 1 Grand Prix racing. With so many cars travelling at high speed and all jostling for position accidents are inevitable. This incident was a first corner accident during the 1978 'round the houses' Long Beach Grand Prix when a McLaren drove into the back of a Brabham BT48 resulting in both cars being eliminated from the race.



DONNINGTON PARK - DERBYSHIRE**CASTLE COMBE - BRISTOL****SNETTERTON - NORFOLK****CADWELL PARK - LINCOLNSHIRE****DONNINGTON PARK**

Approximate Size 130 x 351cm (4'3" x 11'6")

Components Required

1 x C.157/4 x C.158/10 x C.160/1 x C.165/9 x

C.151/3 x C.152/3 x C.153/1 x C.154/1 x C.156

The track length at the Donnington Park circuit is 1.95 miles and features some fast bends together with some good straight sections.

**CASTLE COMBE**

Approximate Size 210 x 270cm (6'11" x 8'10")

Components Required

2 x C.157/5 x C.158/9 x C.160/1 x C.165/5 x

C.151/1 x C.152/7 x C.153/1 x C.154/1 x C.156

A focal point for motor racing enthusiasts in the South West the Castle Combe circuit is 1.84 miles long.

CADWELL PARK

Approximate Size 335 x 260cm (11'0" x 8'6")

Components Required

1 x C.157/3 x C.158/14 x C.160/1 x C.165/11

C.151/1 x C.152/12 x C.153/4 x C.154/3 x C.1

The hairpin corner provides some fine drama and excitement on this 2.25 mile circuit.

**SNETTERTON**

Approximate Size 348 x 183cm (11'5" x 6'4")

Components Required

1 x C.157/4 x C.158/13 x C.160/1 x C.165/5 x

C.151/2 x C.152/5 x C.153/3 x C.154/4 x C.156

Situated in East Anglia near Norwich, Snetterton is one of the largest and fastest circuits in the country. Illustrated in its shortened lap distance of 1.917 miles access to the circuit is very easy as the A11 London-Norwich road passes the gate.

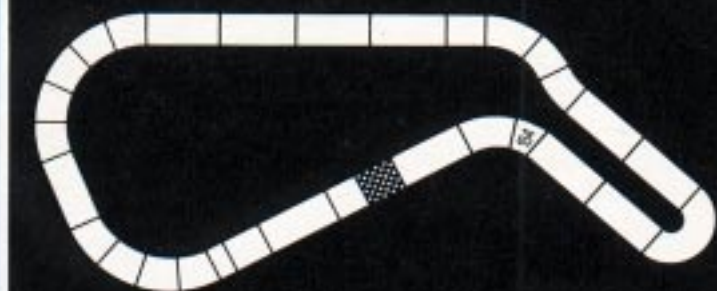
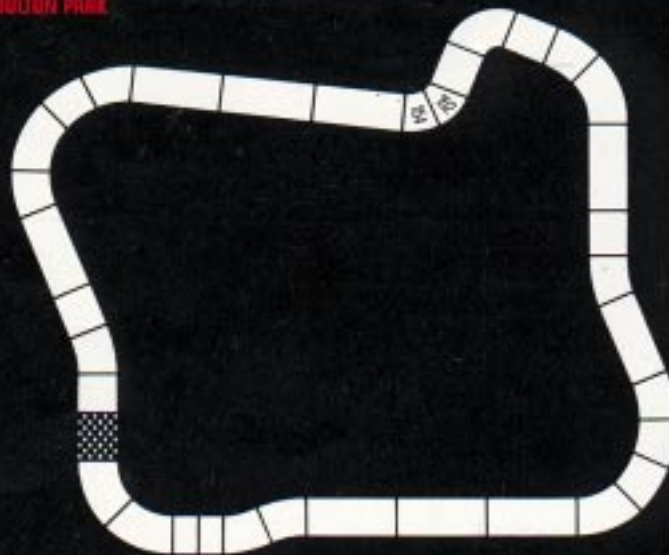
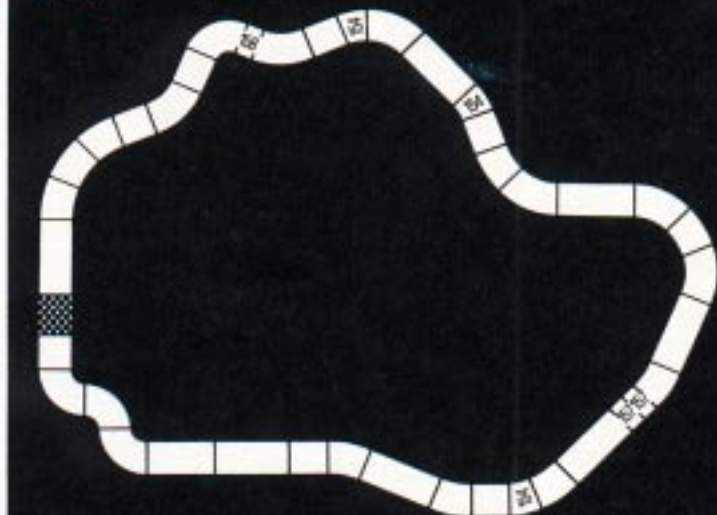
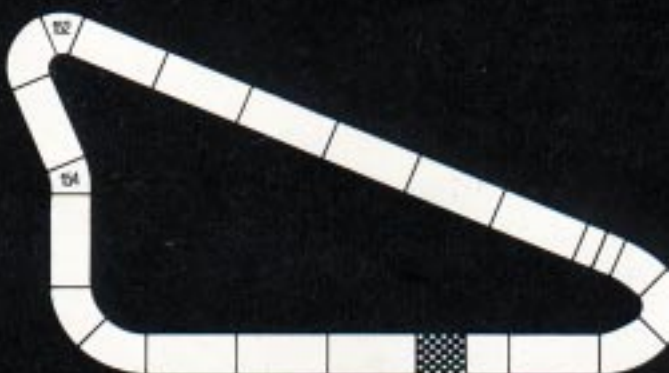
RACING TIP

Always watch your own car. Do not be forced into late braking because your opponent's car is beside you. The same applies at the first corner for too many crashes occur at that bend - there are many corners in a race, it will not matter if you are behind at first.



SCALEXTRIC



MALLORY PARK**DUITON PARK****THRUXTON****SILVERSTONE CLUB CIRCUIT**

The club circuits as illustrated above are in constant use throughout the year and are a focal point for the gatherings of motor racing enthusiasts. All sorts of events are held at these meetings including modified and production saloon races, special challenge series, e.g. Unipart Metro Challenge, Mini Challenge, races for historic cars and also the various Formula classes.

MALLORY PARK - LEICESTERSHIRE

Approximate Size 140 x 330 cm (4'7" x 10'10")

Components Required

1 x C.158/2 x C.159/11 x C.160/1 x C.165/2 x C.150/11 x C.153/1 x C.154/2 x C.156

Mallory Park is one of Britain's several small club circuits and is situated about 8 miles from Leicester. The small 1.25 mile circuit is well sited around a lake in a woodland park.

THRUXTON - HAMPSHIRE

Approximate Size 232 x 360 cm (7'7" x 11'8")

Components Required

2 x C.157/1 x C.158/6 x C.159/8 x C.160/1 x C.165/6 x C.151/9 x C.153/3 x C.154/4 x C.156

The Thruxton circuit is 2.350 miles in length and situated about 5 miles west of Andover.

RACING TIP

A lot of time can be lost because of crashes, drive just that little bit slower, stay on the track and you will win more races. If your opponents crash they will have to race harder increasing the risk of another accident.

DUITON PARK - CHESHIRE

Approximate Size 216 x 238 cm (7'2" x 7'10")

Components Required

2 x C.158/4 x C.159/9 x C.160/1 x C.165/5 x C.151/1 x C.152/11 x C.153/1 x C.154/1 x C.156

One of the finest road circuits in the country Dulton Park in Cheshire was opened in 1953 and has a circuit length of 1.654 miles.

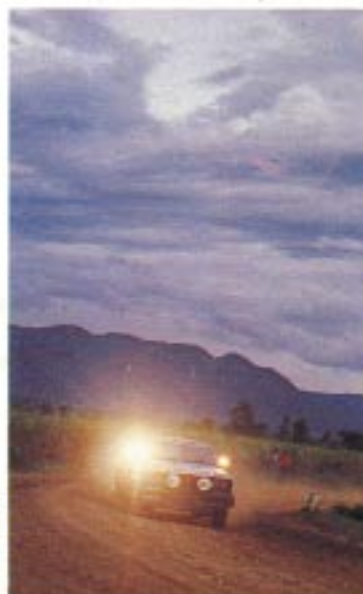
SILVERSTONE CLUB CIRCUIT

Approximate Size 143 x 280 cm (4'8" x 9'2")

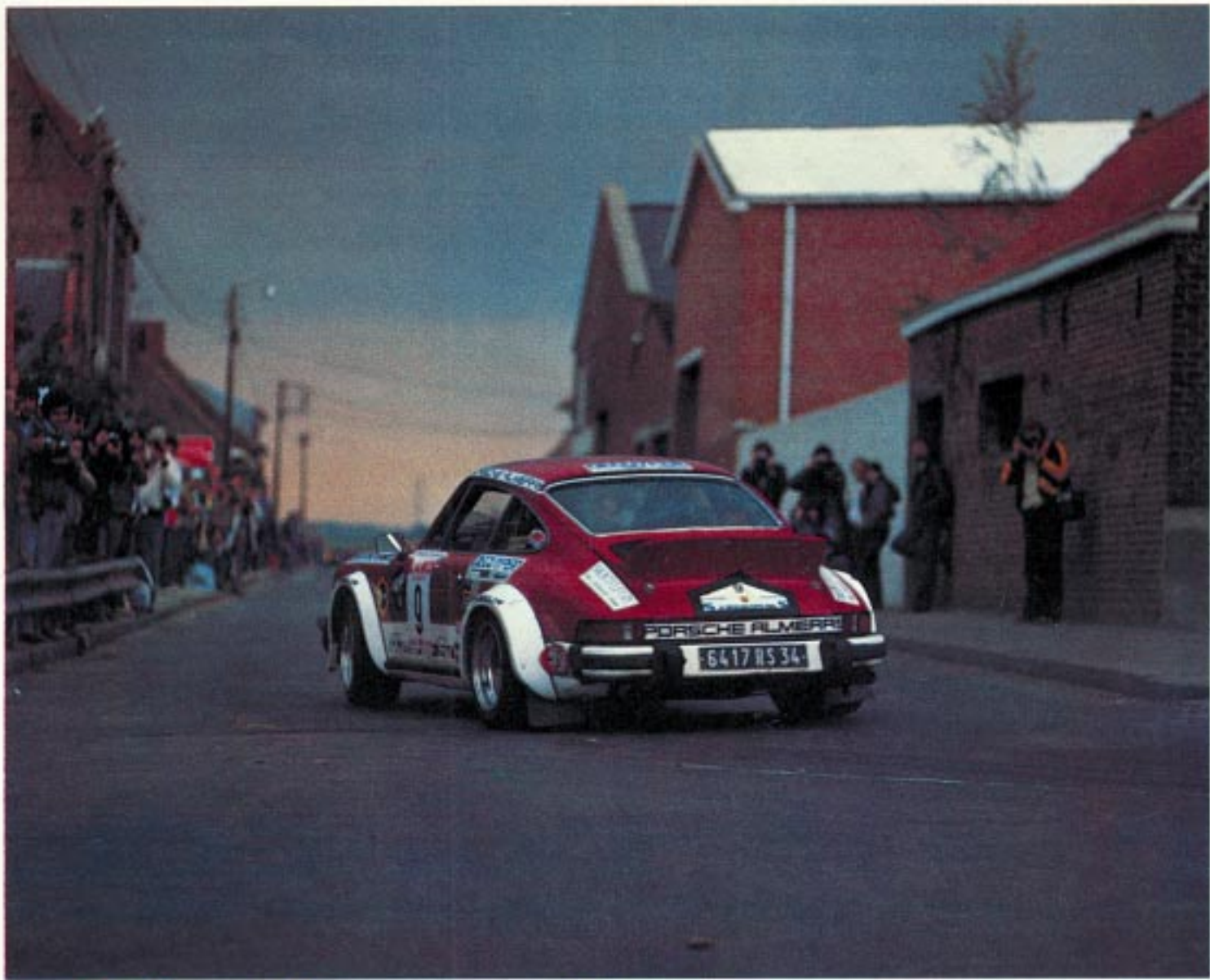
Components Required

2 x C.157/12 x C.160/1 x C.165/3 x C.151/1 x C.152/1 x C.153/1 x C.154/2 x C.156

The club circuit of this Northampton track considerably shorter than that for the Form Grand Prix. It has some very fast sections a 1.608 miles long.

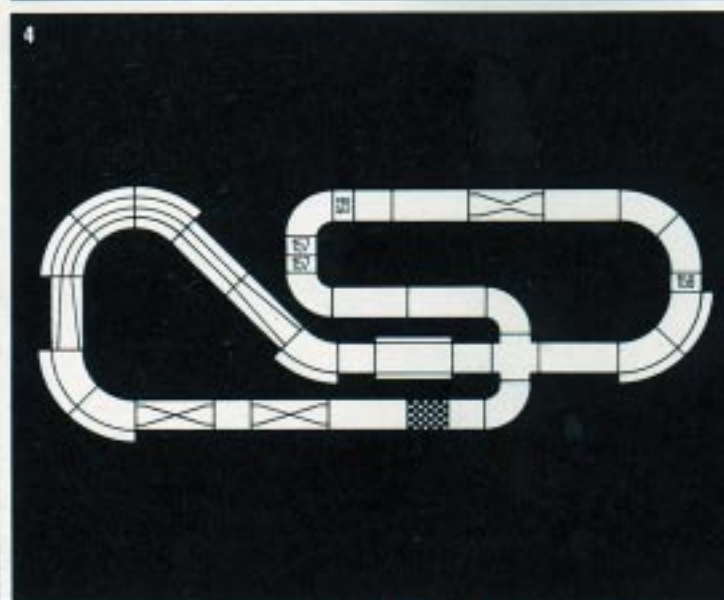
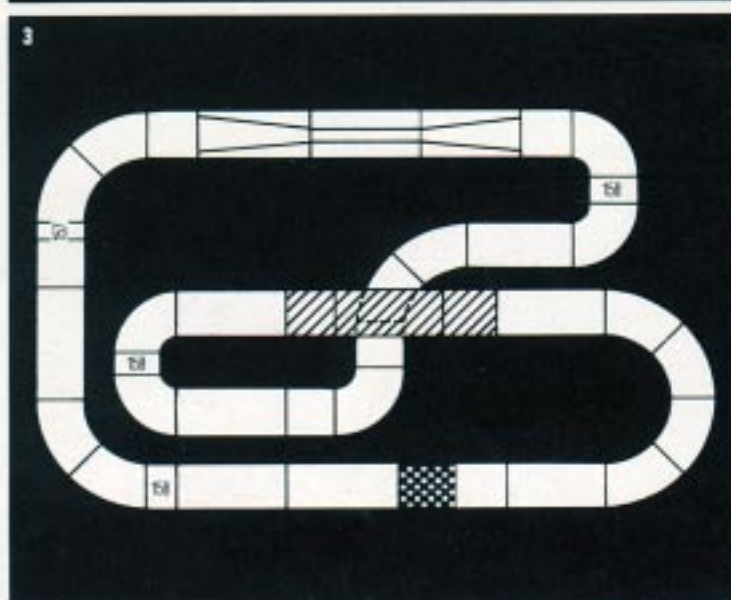
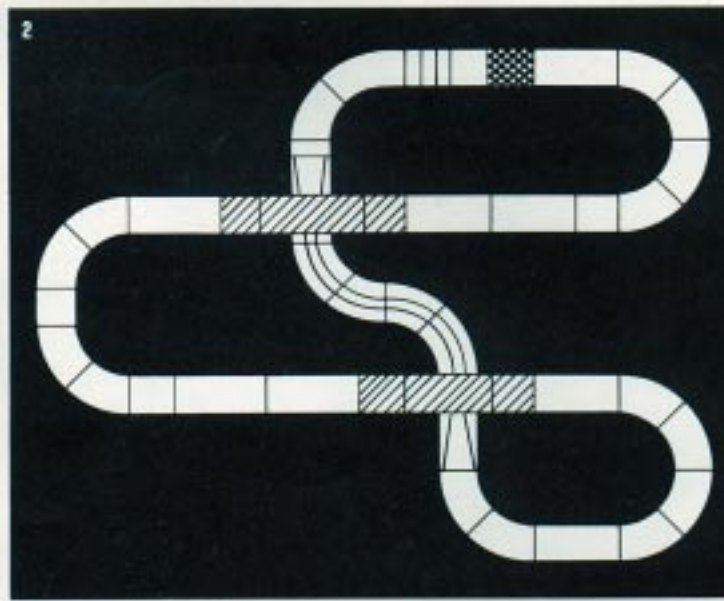
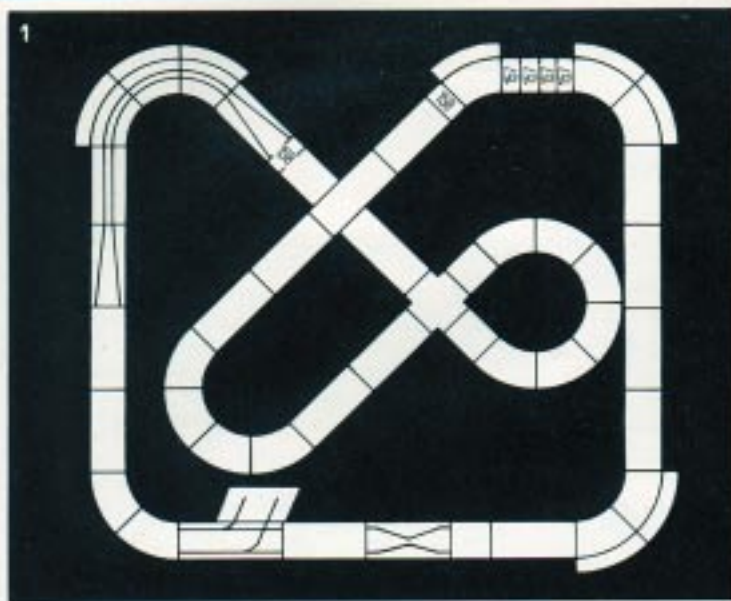


SCALEXTRIC



The various models as produced within the Scalextric rally range can be seen competing in events throughout the World. The real cars endure extreme conditions from the heat and dust in Africa to the snow and ice in Scandinavia.





FUN CIRCUITS

The Scalextric fun circuits illustrated above have been selected because of their suitability for use with the slot and banger racers. The twists and turns of the circuit provide ample opportunity for 'U' turns and collisions and give plenty of excitement. The use of track borders around the outside of the standard curves and chicanes would be a particular advantage for the style of racing with these vehicles.

- 1**
 Approximate Size 244 x 218 cm (8'0" x 7'2")
 Components Required
 4 x C.157
 2 x C.158
 3 x C.159
 16 x C.160
 17 x C.151
 1 x C.174 (2 pieces)
 1 x C.176
 1 x C.178
 3 x C.179
 1 x C.180
 1 x C.186
 1 x C.249

- 2**
 Approximate Size 294 x 267 cm (7'0" x 8'9")
 Components Required
 4 x C.157
 3 x C.158
 8 x C.160
 1 x C.165
 16 x C.151
 1 x C.174 (2 pieces)
 4 x C.179
 2 x C.268

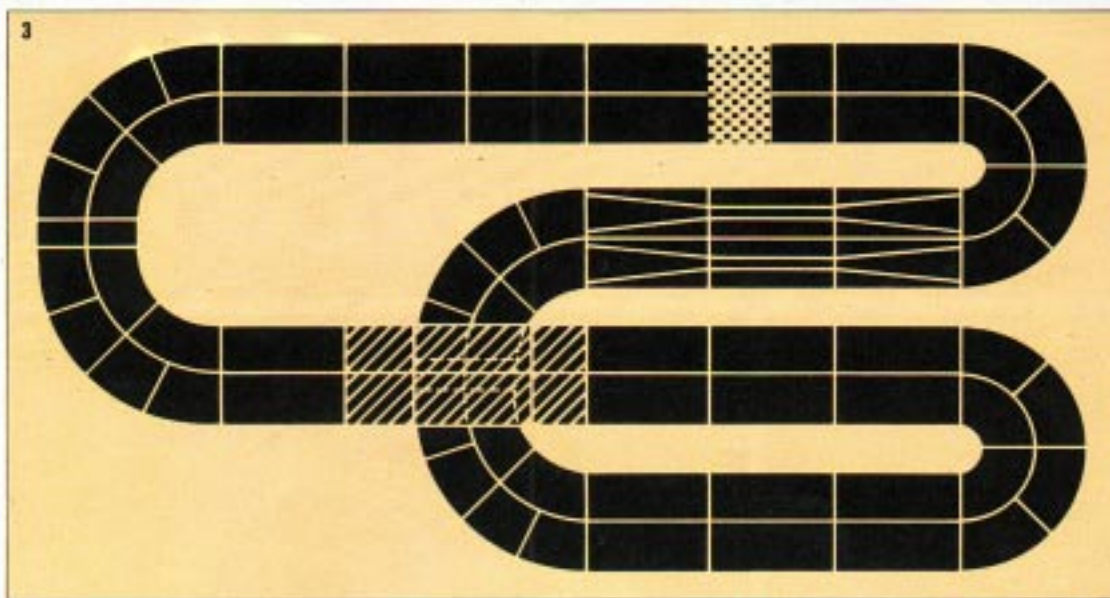
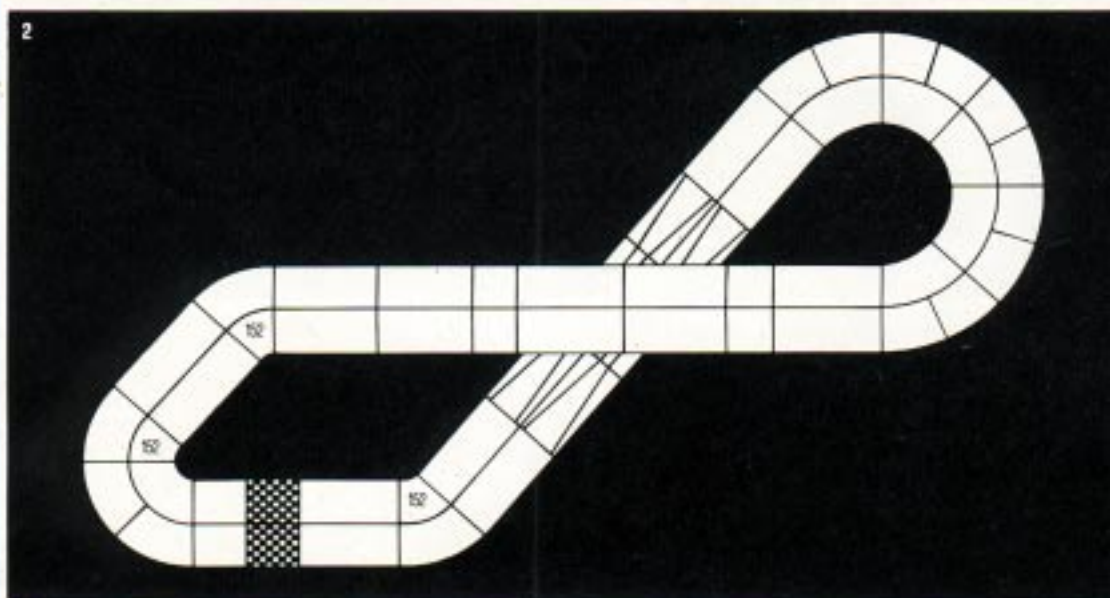
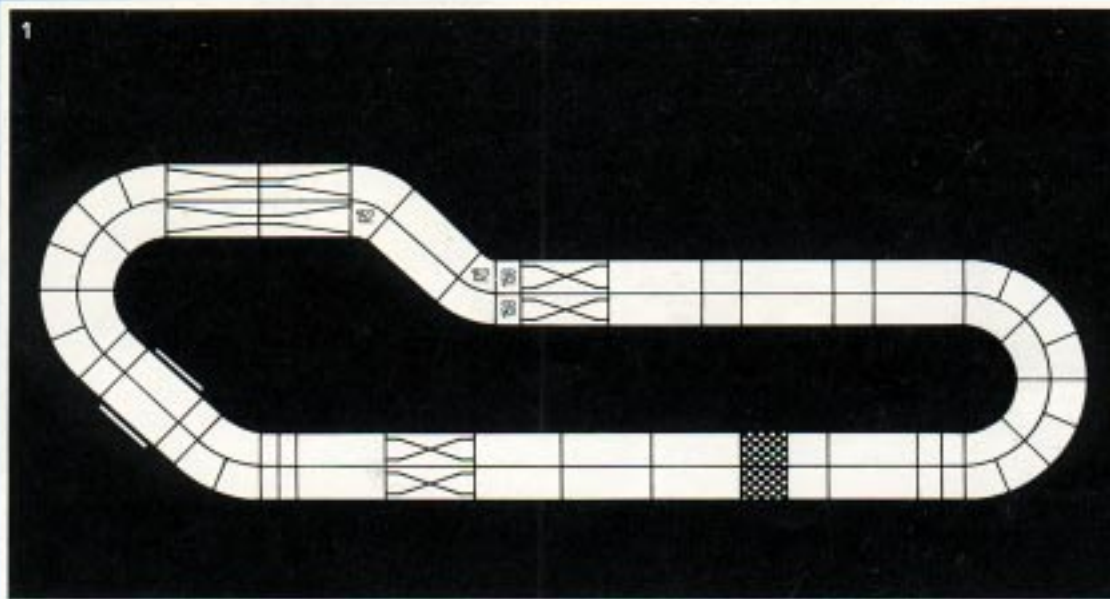
- 3**
 Approximate Size 135 x 226 cm (4'5" x 7'5")
 Components Required
 1 x C.157
 3 x C.158
 5 x C.159
 8 x C.160
 1 x C.165
 10 x C.151
 5 x C.156
 1 x C.174 (2 pieces)
 1 x C.176
 1 x C.268

- 4**
 Approximate Size 112 x 256 cm (3'8" x 8'5")
 Components Required
 2 x C.157
 2 x C.158
 4 x C.159
 6 x C.160
 1 x C.165
 7 x C.151
 4 x C.156
 1 x C.174 (2 pieces)
 1 x C.176
 1 x C.178
 3 x C.179
 1 x C.182 (2 pieces)
 1 x C.186
 1 x C.248
 1 x C.249

RACING TIP
 A race is never lost until the finish, this may sound obvious but if you fall behind continue at a steady pace. If you try and force yourself you will probably crash again thereby losing all chance of catching up. Drive smoothly and you may force your opponent into crashing as you gradually start catching up. He may have inadvertently slowed up thinking that he held a safe lead.





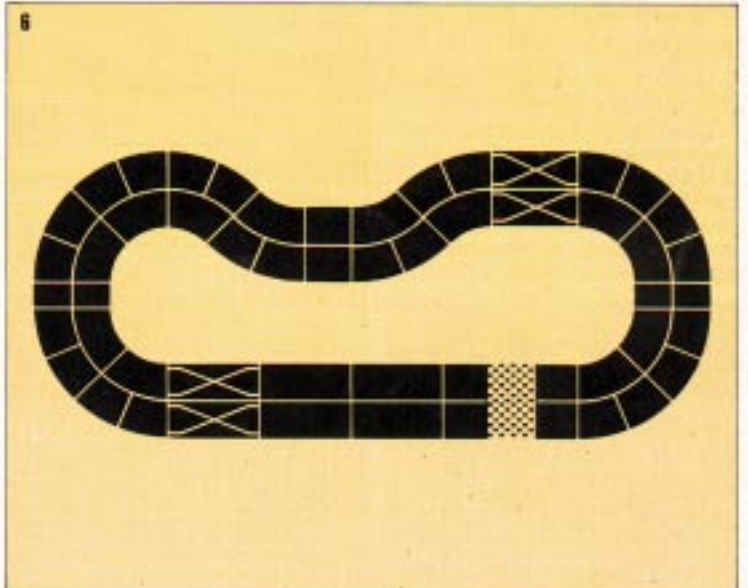
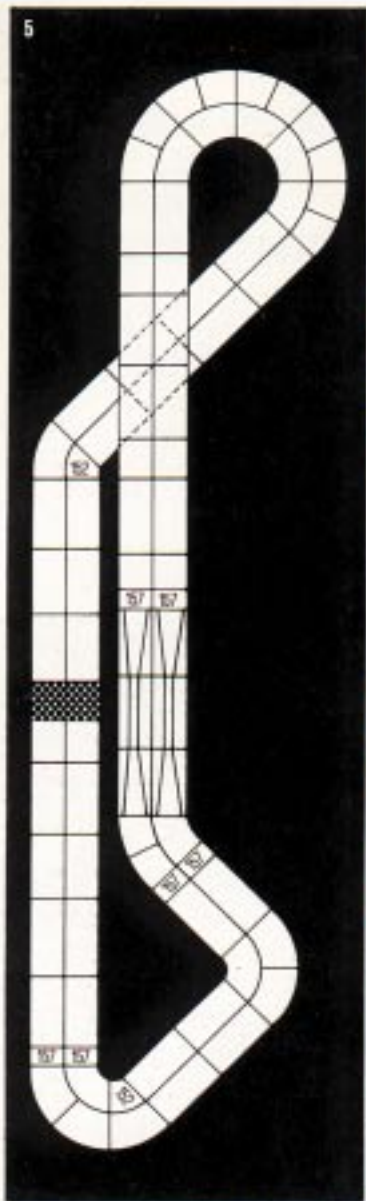


- 1**
Approximate Size 142 x 407 cm (4'8" x 13'6")
Components Required
12 x C.152/2 x C.158/4 x C.159/18 x C.160/2 x
C.165/10 x C.161/2 x C.152/16 x C.153/2 x C.174
(2 pieces each)/2 x C.182 (2 pieces each)/2 x
C.248.
- 2**
Approximate Size 121 x 343 cm (3'11" x 11'3")
Components Required
4 x C.158/18 x C.160/2 x C.165/10 x C.150/3 x
C.152/10 x C.153/1 x C.156/2 x C.174 (2 pieces
each)/2 x C.176.
- 3**
Approximate Size 157 x 300 cm (5'2" x 9'10")
Components Required
4 x C.158/24 x C.160/2 x C.165/16 x C.161/16 x
C.153/4 x C.156/2 x C.269/2 x C.174 (2 pieces
each)/2 x C.176.
- 4**
Approximate Size 117 x 467 cm (3'10" x 15'4")
Components Required
2 x C.152/8 x C.158/10 x C.159/20 x C.160/2 x
C.165/16 x C.161/1 x C.152/30 x C.153/2 x C.269

SCALEXTRIC



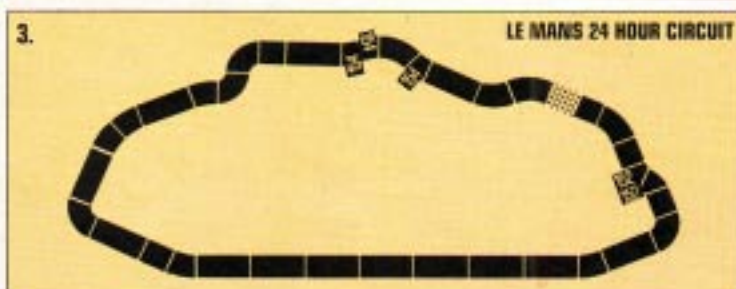
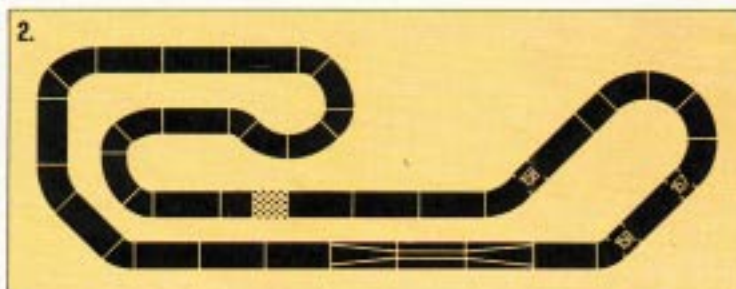
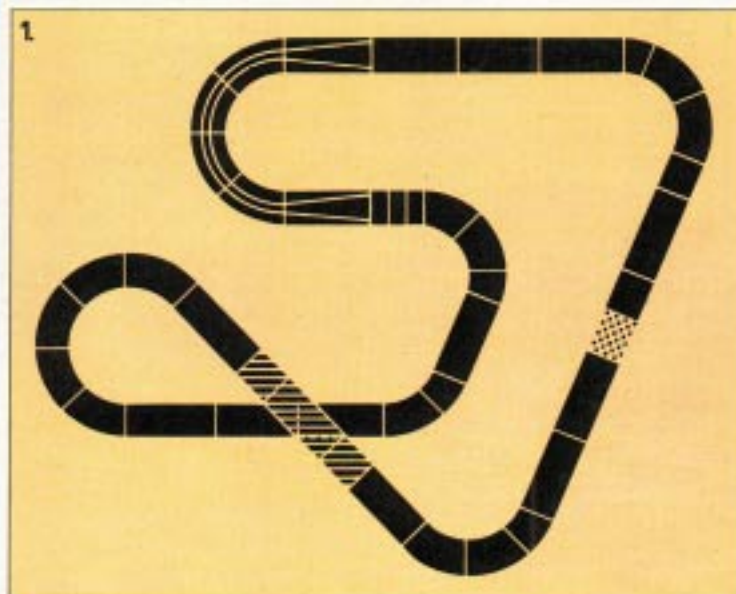
FOUR LANE CIRCUITS



5
 Approximate Size 150 x 516 cm (4'11" x 16'11")
 Components Required
 6 x C.157/6 x C.159/36 x C.160/2 x C.165/12 x
 C.161/2 x C.162/12 x C.163/2 x C.166/2 x C.174
 (2 pieces each)/2 x C.175

6
 Approximate Size 114 x 262cm (3'9" x 8'7")
 Components Required
 4 x C.158/4 x C.158/4 x C.160/2 x C.165/12 x
 C.151/24 x C.153/2 x C.192 (2 pieces each).





LE MANS - FRANCE 24 HOUR ENDURANCE

The Le Mans 24 hour is recognised worldwide as the classic endurance event. 1982 sees the 50th anniversary of this prestigious race. Traditionally it starts at 4 in the afternoon. 1925 saw the first Le Mans style start, the drivers having to run to their cars and erect folded hoods before starting off. The circuit is currently 8.475 miles long and features the longest straight in motor racing at 3 1/2 miles

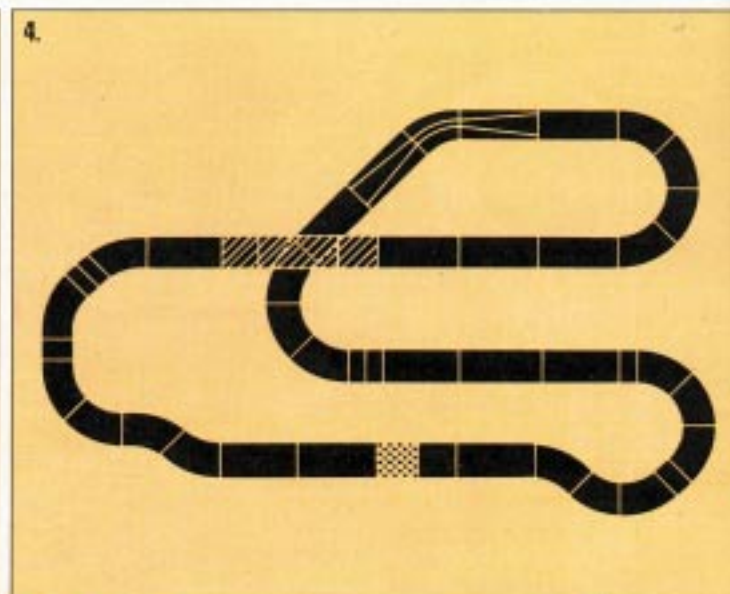


where speeds of well over 200 mph can be achieved.



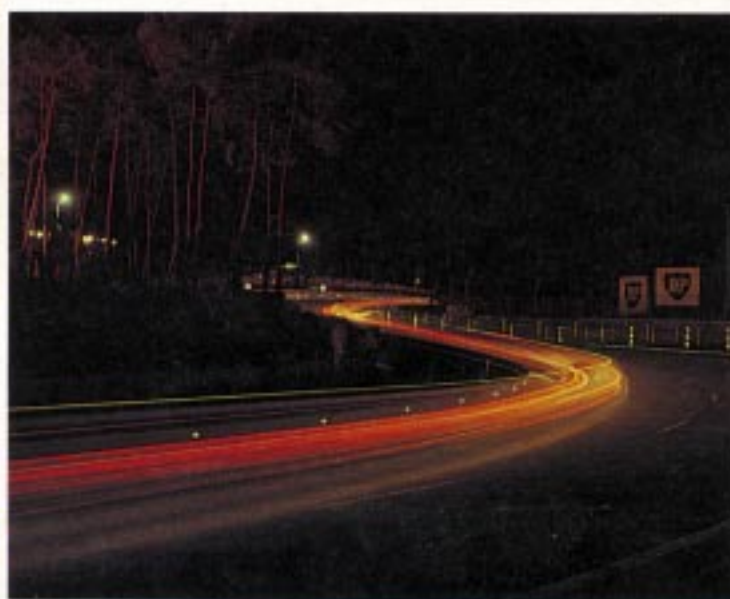
The Dunlop bridge at Le Mans is recognised as one of the characteristic features of the circuit. It is positioned on top of the hill leading down towards the Esses, then follows the most crucial corner on the complete circuit, Tertre Rouge. This leads directly into the main straight.

SCALEXTRIC

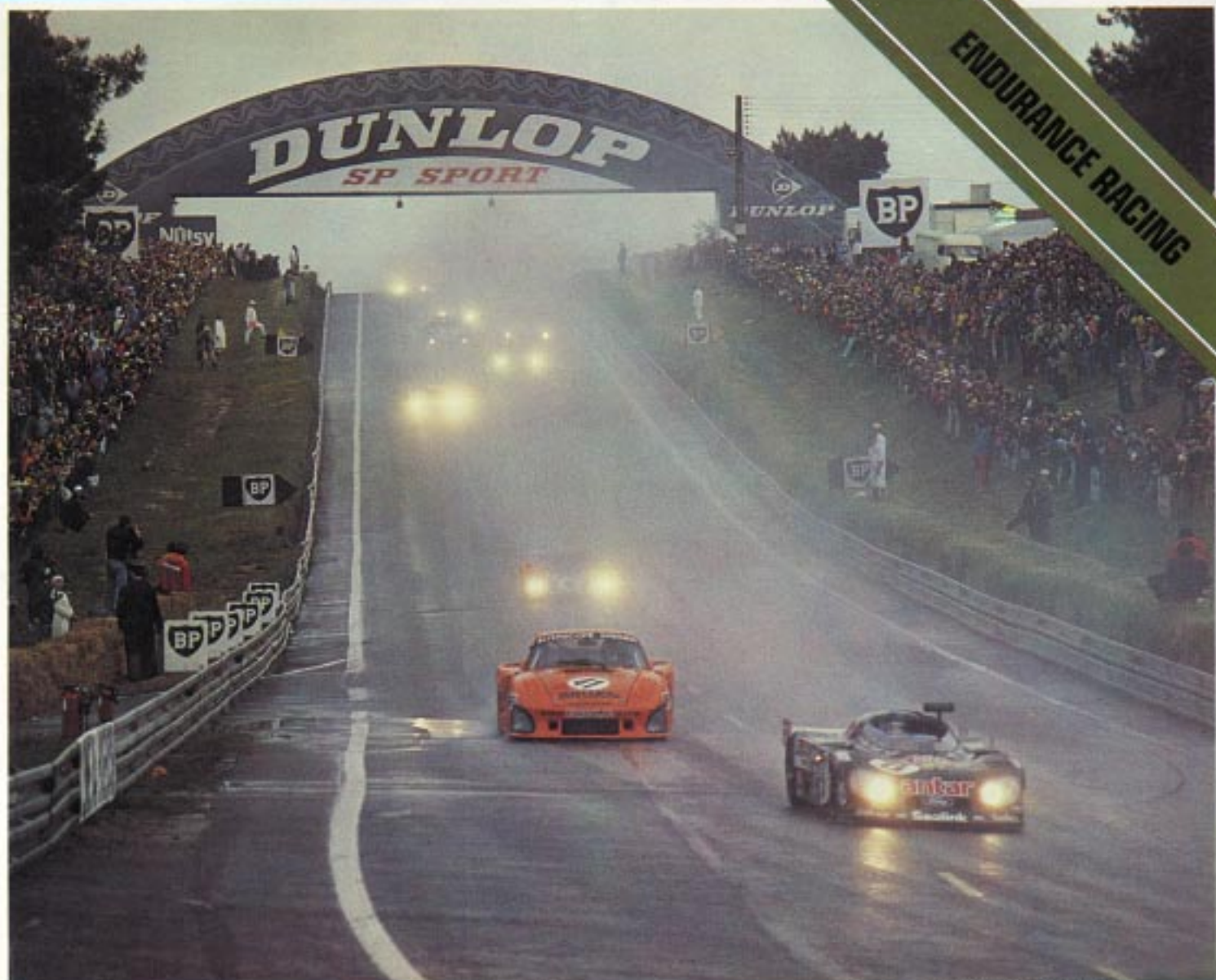


- 1.** Approximate Size 228 x 236 cm (7'6" x 7'9")
 Components Required
 3 x C157/1 x C158/12 x C160/1 x C165/12 x
 C161/4 x C164/1 x C174 (2 pieces)/4 x C179/
 1 x C269
- 2.** Approximate Size 122 x 356 cm (4'0" x 11'8")
 Components Required
 1 x C167/2 x C158/1 x C169/16 x C160/1 x
 C165/12 x C164/8 x C152/1 x C174 (2 pieces)
 /1 x C176

- 3.** Approximate Size 160 x 363 cm (5'3" x 12'10")
 Components Required
 4 x C169/13 x C160/1 x C165/4 x C161/2 x
 C162/5 x C153/3 x C164/4 x C166
- 4.** Approximate Size 185 x 305 cm (6'1" x 10'0")
 Circuit Components
 7 x C157/12 x C160/1 x C165/19 x C161/1 x
 C174 (2 pieces)/1 x C179/1 x C269



ENDURANCE RACING



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