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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

Diana Francis - Honorary Life Time President

So Little Time

Well another summer is over, and now we can look forward to the long slog to Christmas, but still on the positive front, I should at least have more time again to participate in my hobby and of course the swapmeet season starts again!

The first of these is of course the South of London event at Burnham, in it's second year I think, and competently run by Steve Cannon. For me it is probably one of the nearest to get to and is a nice little venue, reminiscent of perhaps swapmeets of old? If you are nearby and free on the 18th September I can strongly recommend the event.

Following on in October we are spoiled with two events, OK they are at different ends of the country but of course as a devotee I shall attend both (although of course being on the Committee it is almost compulsory to attend the Leeds event or Martin Baines won't talk to me again), there is of course the attraction of the event car and the fact that you do get different dealers here with the obvious differences in stock etc. to the other Southern based events.

The Havant event has now become a regular fixture and is achieving a classic status, of course assisted by the fact of the history associated with the area and Robert Learmouth's excellent organisation, again it is reasonably near for me and one I shall not be missing.

The only problem of course with these events and the later Orpington swapmeet in November is the time of year, when as a consequence of having three children with some serious demands from the jolly fat man in the red suit, it is a pretty expensive time of year and add in a wife with similar demands it can be a real financial nightmare.

But hey ho I guess the kids can survive on bread and water for a couple of months, after all Ciaran is getting a bit too big to get up the smaller chimney stacks around here, and obviously the season approaches when your chimney needs to be cleared!

Until next month.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

Before I begin this month, there's a small unresolved matter from the previous report: PCR chassis. My impression has always been that the standard cars were going to be released in an in-line configuration with the capability to be upgraded to a more racer-friendly setup by employing Slot.it parts. Ideally this would be by fitting a long can motor in an angle-winder position. However, after initially being delighted to have located some PCR chassis, I was somewhat disappointed to discover that the versions for the Sierra and BMW E30 are only available as in-line upgrades. On referring back to the Scalextric website I have to admit that either I misinterpreted the information or it is slightly misleading. The illustration of a sample chassis shows an angle-winder motor pod with text which states that it would be possible to choose from in-line, angle-winder or sidewinder and to fit a Boxer, "S"-Can or Flat 6. What is even more weird is that the Scalextric website illustration of the two PCR chassis for the BTCC cars, C8546 and C8547, shows them as having a cutout for the angle winder Slot.it



pod. Well, for the Porsche 911 this may be true but certainly not for the Touring cars. Actually it could all be a tad academic as locating these chassis may be a challenge without recourse to the internet: ignore the first few hits that send you to the Scalextric site and go to the traders that have stock: Scalextric have removed the listing. The good news is that with one of these chassis, and a sprinkling of Slot.it parts, it should be possible to restore performance to that of the pre-PCR cars.



OK, time to move on and take a look at a few more of the gems that I've seen at Sandwich. ➡➡



Unfortunately, I was unsuccessful in arranging a visit during August but I had plenty of subjects left over from the July trip to maintain content for a few months to come.

Porsche 911

As promised last month I can now bring some images of the forthcoming, new shape, Gulf liveried 911, C3732. As with all Porsches of the 911 family, this one also has its own model identity – 991. Compared to the earlier Scalextric 911 it appears to offer a much improved, wider, footprint and lower centre of gravity. The two images here show it along side the two earlier versions of 911s from the last two decades and serve to highlight the increase in size (doubtless to compensate for Wagon Wheels). The thinner body and lighter interior should make this quite a competitive model when upgraded to long-



can, anglewinder configuration using the PCR chassis. The model represents the car of Keen, Wainwright and Carroll as run in the ELMS race at Silverstone in 2015. On researching the car I learnt that it is fitted with 4-way adjustable dampers. So that'll be bump and rebound rates, as with the good old Spax and Konis that everyone fitted as the first step in improving handling, but the other two parameters needed a bit of reading. The first illuminating fact was that they are in the order of lots of £k to buy,





so unlikely to appear on a Cortina (or the modern equivalent). The four-way relates to being able to adjust the reactions to disturbing forces at different rates so when riding kerbs the rate differs from when being leaned upon in a corner. It all seems to work: watch a modern racer cope with those vicious kerbs and you can appreciate how the technology transforms the handling. The 991 RSR really is a significant development from previous 911s: the centre of gravity has been lowered by extensive use of carbon fibre, a revised fuel cell, Lithium-ion battery and thin Polycarbonate windows; the



aero balance has been optimised due to the revised front end and rear wing; front axle kinematics have been optimised to improve handling. Just in case there is any doubt, I don't understand the intricacies of FAK either but I wasn't going to omit such a relevant fact!

Beetle

The only VW Beetle representation due for 2016, C3745, is the car driven by Barry Ferguson and Bill Ford in the 1963 running of the Bathurst touring car race: the Armstrong 500. It took first place in the Class A category which readers of earlier Messages will know was for cars retailing under £900. This model captures the real car generally very well with the obvious compromise on wheels as the racer didn't run with





hub caps.⇒ This is another car which our Australian members should be keen to add to their collections. It is highly detailed, with full height interior, lights front and rear, and can be converted to digital with a DPR module.



Caterham

I can't always arrange the review models to colour coordinate so apologies for having two white cars together. The Caterham saw a revival in the range last year with the introduction of the full roll-over cage. This year's release, C3723, appears to be exactly the same but represents the R300-S version rather than the Superlight released in 2015 as C3647. And I thought 911 model designations were baffling. It transpires that the two cars are the same as the full title should be Superlight R300-S and, according to Caterham Cars, its championship is the pinnacle of Seven Motorsport.





Presumably all earlier models were development stages towards this one, including the R400? Anyway, the revised model, brought up to date with the purposeful protection, does look very nice, if a bit bland in white. Don't be fooled by the DPR logo on the side, it's not! Neither does it have lights. In fact, at a retail price of £39.99, it's probably one for those who collect all the Caterham variants as there are plenty of models that offer far better value for money. This or the Porsche mentioned above, tricky.

Spectre

I've been asked by a member to clarify the two Spectre sets in the catalogue, regarding the car status, as confusion has been generated by Scalextric using the same image for the Twinpack,



C3773A, which will be HD, and the James Bond Spectre set, C1336, the cars in which will be SR. The twin pack Aston was the one where I accidentally spilt the beans back in August 2015 by showing the HD car with clear windows before the 2016 range had been announced. Anyway, it might all be a bit academic as the Twinpack is no longer listed on the Scalextric website so would appear to be another example of range reduction (see below). A few websites are still listing it but it seems that those in the know have deleted it.

Micro Solo

For HO fans the Slimy Slider Buggy model has now been spotted: as it is in sealed packaging I was only able to get a photograph through the plastic: there's no doubt the colour is pretty bright! This should appear as G2161 but →





currently is missing from the Scalextric website as is G2162, the generic HO Rally Car shown alongside in this year's catalogue. I'll need to confirm if they are still due for release.

Hornby News

To finish for this month, there's news of staff changes due to yet more restructuring taking place at Hornby. The Toys 'n' Playthings website reported that Nat Southworth was due to depart at the end of July. Steve Cooke, Hornby CEO, commented: "After six years with Hornby, Nat has decided that it is the right time to move on and will be leaving the business at the end of July. Hornby Hobbies would like to thank Nat for the significant contribution he has made to Hornby since he joined, and we wish him all the very best for the future". So once again we have to wait and see what effect the changes will have on Hornby's future and whether the scare stories about a failing business are proven untrue. Indeed, the Kent Online website reports that "model-maker Hornby remains committed to building a £1.6 million visitor centre despite revealing it could go out of business unless shareholders approve a turnaround

plan. It said it would only transfer to a new building in two disused slipways at Ramsgate harbour once it had completely sold off its former premises, where it had been based for more than 60 years. It has already sold off part of the site, which is being turned into a trade park, and is in "detailed discussions" with another party about the remaining section, which is expected to be finalised in the coming months". At the time of writing I couldn't find any reports regarding the recent shareholder meeting where plans were to have been agreed, but I'm sure there will be summaries available soon. Further news reported on The Telegraph website states that Hornby will be scaling back its product range and has sold off its Spanish office. Of immediate note for collectors is the comment that "The failure to hit sales targets last year means Hornby has a significant amount of excess stock, which it has to sell off". It might be worth keeping a close eye on the Scalextric website around the time of Black Friday. Of course, the bargains may be limited to Airfix, Hornby trains and Corgi with no special offers on slot cars!

I doubt if I'll be visiting Scalextric next month, but having reviewed my last visit's photos, I don't think there will be very much new to unveil anyway: there's only a handful of this year's new releases that have not been approved. Hopefully another visit, the second of 2016, will be possible before the 2017 range is announced. Fingers crossed. ■





Welcome to the September Carrera Corner. There was no Carrera Corner in August so this month we will catch up on the new 1:32 releases for August and September. The Evolution models described have magnatraxion with easy change spare braids and shallow guide, the cars are digitally upgradeable using an appropriate chip.

The following three models were released in August:



The Carrera Porsche 917K “Gulf Racing number 1” has front lights, and as you would expect, faithfully reproduced details. The reference number is CA27516. The Porsche 917K has celebrated many unforgettable victories and made motor sport history in countless 24-hour classics and 1,000 Kilometre



races over the years. The Gulf Wyer Team gave their cars a bright blue and orange makeover, two of the most popular and recognisable racing colours around. The Gulf Porsche 917K has long since achieved icon status.

For fans of American vintage stock cars, CA27526 is the Chevrolet Bel Air Oval Racer USA Ltd, race number 9. The '57 Chevy Bel Air was a classic American car for the street and the circular racetrack. The tailfin car is a real eye catcher.

Fans of Formula 1 will appreciate CA27528, the Ferrari SF 15-T, race number 5 as driven by Sebastian Vettel. The Ferrari SF 15-T is an advancement of its predecessor, changes in the rules for the nose end meant there also had to be several visible changes compared to the F14-T. This racing car, in classic Ferrari red, is powered by a 1.6 Litre, turbocharged V6 engine, but has it put the four time world champion Sebastian Vettel back in contention?

⇒



For September we have the following three models:

CA27525 is the racing blue 1967 Ford Mustang, race number 16 USA Ltd. The 1967 Ford Mustang was the first re-vamp of the original fitted with a big-block V8 engine.



CA27524 is the distinctive red white and blue Chevrolet Corvette Stingray from the early 1960s with race number 8, USA Ltd. I remember having a red Corgi model of this car as a child.



CA27519 is another version of the Chevrolet Corvette C7.R which has been competing in Endurance racing since 2014. This version carries race number 50.

A reminder that all Carrera slot cars come with a novel reverse polarity switch. The cars are displayed in a strong crystal case with mirrored backdrop making them particularly good for collectors.

Although some of these models are destined for the USA, all should be available from your favourite supplier at around £29.00 each.

Thanks to Pete Binger of The Hobby Company Limited (www.hobbyco.net) the UK distributors for Carrera, for his help in compiling this column. In the meantime, you can follow Carrera on Facebook. ■



Whilst watching some of the recent Rio Olympics coverage and the wonderful success of our athletes in Team GB a bit of news caught my eye. This was the announcement that skateboarding is now to become an Olympic sport at the 2020 Olympic games. Well I for one never saw that one coming and I am sure there will be much debate as to the merits of that decision and questions asked as to whether skateboarding truly is a sport. Some skateboarders display fantastic skills no doubt but an Olympic sport, I am not so sure.

Which brings me on to another topic. A similar debate to the one about skateboarding often occurs in slotcar racing circles. No I am not going to suggest that slotcar racing becomes an Olympic sport but just putting aside the collector/racer debate and focusing purely on slotcar racing the question remains. Can slotcar racing be called a sport? Well certainly collecting and putting a Scalextric track on the carpet for a bit of home racing (sometimes condescendingly called rug racing by the more serious amongst us) does not in my opinion nor in anybody else's I would imagine amount to sport.

However on another level serious club racing does require considerable skill, expertise and dare I say it training. There are many amongst us who consider slotcar racing at the highest level to be a proper sport requiring a high

degree of hand eye coordination, concentration, good planning and also a degree of luck. This is reflected in many mainstream sports. What about fitness. Well whilst not being the fittest amongst us I must admit that I always find that deep breathing and slowing down the heart rate helps my starts immensely thereby preventing the inevitable off at the first corner.

Slotcar racing at various levels is relatively organised and governed by rules. These can vary of course and are open to interpretation once again reflecting mainstream sport.

The big question of course is whether slotcar racing can be considered a spectator sport? Well I am not sure about that one. I have to say watching some of those thingies spinning around the track at Gaydon this year made my head a little dizzy after a while. The commentator knew who was winning but I doubt anybody else did. A very different experience from racing one.

I have no doubt that the sport versus hobby debate with slotcar racing will continue to go on for as long as slotcar racing is around. Maybe its the connection with toy cars that is a problem or maybe slotcar racing simply does not have the same street cred as say skateboarding. Come to think about it isn't a skateboard a toy!

I suppose ultimately it depends on how one approaches the hobby and what you want from it. You can treat it as a sport or as a hobby, the choice is yours. As I have said before one of the great things about slotcar racing is that there are many different aspects to it and many different ways of enjoying it.

NSCC/ Hornby Weekend

Talking of enjoyment and having a good time, I am really looking forward to the NSCC/ Hornby weekend in Ramsgate this November. The emphasis as always is about having a good time and not taking the racing too seriously. The weekend is not only exceptional value for money but a really good opportunity to meet with other members, enjoy a weekend of racing and link in with Hornby. Not forgetting a Limited Edition NSCC car for all those that attend. If you have not been before then seriously think about coming along, it really is a great weekend, you ➡

still have time to apply using the form enclosed in last month's Journal.

Leeds Swapmeet

Finally the Leeds (Northern Swapmeet) at Rothwell which is taking place on Sunday 9th October 2016 is approaching fast. Tables are free for members so if you want a table do get in touch quickly as the event is just about booked up.

This year there will be another stunning Limited Edition Club car available for purchase

by members at the event. The Ford Cortina which is the event Club car is stunning and of course there will be a limited number of last years NSCC Tyrrells available for sale. However you must attend the event in order to purchase one or both of the cars so do come along. Last years swapmeet had a real buzz about it. I look forward to seeing you there.

Well that is all for now. I am off to get into training for Ramsgate although if past form is anything to go by I am not expecting any medals this year. ■

Ciao everyone and welcome to this month's edition of Forza Slot.it. As I mentioned last month, summer is still with us, kind of and Europe is closed so no real Slot.it news to report this month apart from a couple of little things below, courtesy of Terry and Slot.it.

News from Slot.it with regards to some new product parts released/available from early August are as follows:

MX15 - V12/4-21K RPM (9w @12V) 150gcm motor no pinion, no cables – this is the new motor for DTM and other new models moving forwards.

CS05t-60b - C9 chassis AW compatible EVO6 REV.b.

- Sauber C9 EVO6 chassis with improved pickup area.

- Carrera D132 Digital chip plastic holder included.

S09-XA1 - Polycarbonate cockpit for Scalextric McLaren MP4-12C (I hope Pete does not mind this!).

- This lightweight cockpit is designed for

Scalextric McLaren MP4-12c GT3 model.

- The part replaces the full original cockpit, including dashboard.

- It leaves space to house Slot.it mechanical parts and S09-STx chassis for McLaren MP4-12c.

I'm sure like many of you, I do subscribe to another slotcar publication as well so it was interesting to read about the forthcoming new Slot.it Audi R8LM SICW19 which will join the Slot.it Le Mans Winners Collection series of cars. Not quite released yet, but the Slot.it website indicates September so maybe with us by the time you read this? The article was still interesting to read and mine has been on pre-order for some time, so as soon as I have one I will share my thoughts with you.

I expect that many of you will have heard of this "Brexit" thing as well and have maybe wondered about how this affects us plastic slot fans? As far as I can tell a weak pound means that many dealers are putting up the price of all the manufacturers cars to us the end users so hopefully the pound will go up again shortly and the prices will come down to previous levels?⇒⇒





On top of that Terry also informed me that Slot.it cars will be going up slightly due to the increased production costs in China as well as the Euro/GBP exchange rate. Slot.it should still be seen as good value when you take into account the high detail and performance we enjoy straight out of the box and, I suppose, we should not be too surprised.

Additional news from Terry comes in the form of a new picture of the Policar March which looks great to me. It is a pre-production/prototype model and when the full production model arrives it should be even better, still looks great to me! Last but not least and back to Slot.it as a new variation of the Audi R18 has been announced, Ref No. SICA38a, that finished 3rd at Le Mans in 2012. It looks very similar to the current SICA29 cars except it has a new body with a shorter tail but still uses the same chassis. However, please note, that this version will only be available in two wheel drive format with the option for you to upgrade to 4WD should you wish to. Again this is a prototype picture so the finished car will be better.

Finally, as promised, the last instalment of the Alfa Romeo 155 V6 Ti review or should I say saga! My car arrived this morning so I eagerly ripped open the box and discarded the



other none Slot.it items! I also had a root around to compare it to the old Ninco car and the PSR Slot Festival Alfa that I did the main review on over the last couple of months. What can I say? If you haven't got one yet then I suggest that you might want to! The inside detail is the same as the PSR Slot Festival car except the driver helmet is much better printed, the aerial is in the correct bent position! And the didi Alfa logo on the boot lid is spot on J.

Overall the level of detail/ fit and finish of this full production car is slightly better than the show car. What really makes this car stand out is the full works livery of the race. Now the car really shines and the simple white on red livery makes the red body look slightly lighter than the show car. I don't think it is, but the livery somehow makes it look that way to me. All of the printing is crisp and clear all over and the sponsor logos along both black sills are spot on too.

Normally, I prefer the high angled front offset view, but this car looks really good from the front. Hold on...nah, the rear on view is still





the best especially now with the Alfa Romeo 155 V6 Ti script along the boot lid and the fabulous upturned double barrellled exhausts with etched grill and protruding towing eyes, marvellous.

Vital stats from Slot.it's website are as follows: inline V12/4 21k rpm motor with the option for inline boxer, length 147mm, height 44mm, wheel centres 80mm, width 58mm, weight 69 grams, 9/28 pinion/gear ratio, 15.8x8 front and 15.8x8.3 rear rims/tyres.



A magnet is supplied and fitted in the rear location but there is the option to fit it in front of the motor if you wish. I would remove it! You can also upgrade to 4WD if you like and there is a small plastic bag of bits supplied to help for this purpose but you will still need to purchase further "bits" like the belt etc. to complete the upgrade.

The body/chassis is held in place by two screws fore and aft with the motor pod securely held in place by four further screws into the chassis. The front axle can be adjusted for ride height with the option to add lights and/or a digital module (SSD, Carrera D132 or Oxigen) of your choice if desired.

Thats it, definitely short and sweet this month with no other news available for me to report on!

Many thanks to Terry Smith at Gaugemaster for his information and support of the NSCC and Slot.it for the additional parts news.

Ciao and arrivederci till next month when hopefully I will have more enlightening news for you from Slot.it! ■



Summertime, is a quite time of year for slotcars in general especially from the European manufacturers who seem to shutdown completely in August.

have already sold out, this model was supposed to be a different fantasy livery but sales were very slow so they changed their minds. It is fitted with the sidewinder 20k motor and will no doubt have the usual NSR handling.



The next release announced is also a fantasy livery of the beautiful Ford P68 this time in the famous Gulf blue/orange combination that is recognised around the world. NSR 0018SW This colour scheme has been produced before but with different numbers. Fitted with the 20k motor. Again this was going to be a fantasy Benetton livery but the decision was made to change.

But this hasn't stopped NSR, who have released the lovely fantasy Rothmans livery of the iconic Ford Mk IV just before their shutdown. Nsr0016SW Sadly the importers

I am awaiting news on the new extra hard chassis made in green plastic especially for the racers on wooden tracks, which hopefully I will be able to report on soon. ■



Wollescote International Raceway BBQ and Open Day

By Graham Pritchard

This one was held on the Saturday of the August Bank Holiday weekend and as you would have expected in England, it absolutely pee'd down with rain for some of it but that did not stop us having fun, did it hell!



We came prepared for the British weather

This is what Black Country Digital Racers "Guru" Adrian Judge had to say about it:

Well, what a day, I think during the course of the day there must have been 18 people turn up and nice to see everyone bringing along something for the BBQ and I must say that the preparations for the day were spot on, with many thanks to both Mark W. and Steve B. for bringing along portable cover as the weather forecast was



Steve showing off in his Coleman day shelter



Mark was in charge of cooking on the day

right for a change so, whilst Mark W. bought a gazebo, Steve B. was playing "top trumps" and turned up with a Coleman day shelter, which was most certainly needed at times as this was the state of the weather during parts of the day! But due to the excellent facilities it did not detract from the day one bit, as Paul's garage was decked out with seating and tables and there was also the outdoor cover, and of course the main race room as well.

Mark and Steve also stood in as our very own Black Country version of the well known on UK TV "Hairy-Bikers" – even though they had both come by car, rather



Not content with just running the kitchen Mark then held a Digital Racing seminar for new members explaining the virtues of Digital race craft for those who had not done it before





Circuit owner Paul Pearson chatting with Slot Track Scenics owner David Jessett

than motorbike and did a cracking job on the food front, with Mark cooking and Steve cutting the bread and loading the food on along with a relish of your choice as required.

So, all in all it was a great day, I spent most of it chatting to others about our own much needed club track which should be taking another step forward soon hopefully, but more on that another day perhaps? ■



A quick practice whilst no one is looking!



Click to view full image "Mad Professor" Greg Kilkenny can't believe how much it's raining I think!



Hello again, having just had a quick look back it turns out that I've been doing this NSCC thing for over three years now as it was back in the August 2013 Journal that my first "proper" ramblings started and I've been in every one since, but fortunately I've still got a very big list of things up my sleeve to write about and fortunately it also gets added to on a weekly basis virtually, given that I get up to quite a lot of things "slotcar wise" and so hopefully I'll never run out of things (and that they're interesting things) to write about for you as that was my initial fear when Jeremy first asked me to write every month for the Journal if I am honest.

Having been thinking laterally (?) also, it turns out that I've now been at the helm of the Bearwood Club (and its former versions) for around 25 years now, so where was my CBE then Mr Cameron? Well they do reckon that even Larry the Downing Street cat was unlucky not to get one, don't they (Sorry for the wrong

cat picture, but London is a bit of a way to go for me to get a picture of Larry but our local friendly cat was a more than willing stand-in so how could I refuse?).

But seriously, when you look around there are loads of people out there who have effectively devoted their lives to slotcars and racing clubs etc. and yet their contribution mostly goes unnoticed, and generally unrewarded, so, unless we entice some younger people into the hobby then maybe they are all going to fade away in the end when we are all past it?

Right, enough of the "serious thinking" so let's get on with the news for this month, and let me begin with George Turner, and his attempts to pass away the time whilst he is "on the wagon."

George Turner News

Hi Graham, we are working on a new website which is taking up most of our time at the moment. It will hopefully be ready to go in the next month or so. It is looking pretty good so far and we think it will be a big improvement.





However, we have also got the Cunningham C4R and Aston Martin DB2 done and in the mould.

The 1969 Sebring MGB and standard road car (shock horror) MGC are nearly ready.

I have also modified my Talbot T26GS so that we can release the 1953 Le Mans No. 7 car.

The three Le Mans Jaguar XK120s are also in the pipeline, so a fair few Le Mans cars to be released in the next batch.

Regards George

George also said that August is a very quiet time for him reselling things, in fact so quiet that he may not be able to afford to go to the Pub! But now that he's finished these two cars then I think things should pick up for him, don't you? Here's a picture of the Aston that we didn't have room for last month and as I said before, don't you think those wheels look strangely familiar?

And for those of you who think that the MGC is the same as an MGB then fear not



because they are slightly different in that the MGC had a much larger engine and it also had a "bump" near the front of bonnet in order to clear the larger radiator if I remember correctly? Whatever, I think I'm going to be getting an Aston as I think that I have got those wheels already somewhere.

Team Slot And Avant Slot News

Having emailed Steve Wright of Staffs Slot Cars whilst he was on holiday I felt obliged to ask him if he was having a good time, and his reply was "*Having a great time thanks, but no slotcar shops to look at!*"



Never mind, he also sent me these pictures of the latest RS2000 incarnation which is done as a "found in my house" version as it seems to have as much dust on it as a lot of my stuff does! OK, it's actually called a "Barn Find" edition but I was being serious about the dust on some of my stuff as well unfortunately.

Steve says that it has been produced as a special promotional model, and is limited to just 50 models but it will not be on general sale unfortunately.

It's basically another black RS2000 that was commissioned in addition to the previously





released one but unlike the first one this one doesn't have any driver or passengers in it but what it does have though is a very light spray of grey over it to simulate the dust that accumulates when a car is stored for several years.

You could almost say that it's a bit like Star Wars whereby the later ones have been released first i.e. this could have been the car that was then restored into the previously released black version. Or if you search the internet it is

somewhat reminiscent of a Ford advert for a new RS2000 at some point in the 1990s. Whatever, it certainly makes a change from the usual stuff then, doesn't it?



Also out this month from Teamslot is the fabulous black "Le Point" Lancia Stratos which looks rather good with those yellow wheels I think whereas out this month from Avant Slot is the rather red Peugeot 207 WRC in "Malkom" livery complete with 4WD and white wheels and talking of white things then just as I was wrapping this bit up for Jeremy then Steve sent me a picture of the very latest Avant Slot release which is a very nice white kit of the Renault Alpine and is just the job for those of us who have nothing to do as the nights start to draw in as winter approaches (I wish!), but I could always put it on my "to do list" I guess.



Slot Track Scenics News

With Jeremy having managed to squeeze in the write up about Dave and Guy's open day last month then this month I've got nothing to say. OK, I'm only joking really as what is actually going on is that Dave and Guy have sent certain sections of their award winning "Silverstone" track back to the "wood-working-wizards" at AES for them to add the necessary rebates so that a proper pit lane can then be installed in order that we may then race "properly" as it were with refuelling and penalties when we next get to meet up for an open day like we did last month. And when will that be then, I hear you

ask? Answer, keep an eye out in the usual places and you will find out!

David also tells me that they're also currently working on a "Monaco" layout so maybe we'll get to test drive that one too perhaps only time will tell but in the meantime here's a few words from David about it:

Hi Graham,

The story behind this is that after nearly ten years of producing scenic products we have moved into making flat track panels like for Silverstone and now we are moving on from making flat tracks to developing the techniques for making tracks with elevation changes. Here we are using some adjustable jacks to experiment with getting the



right angles of change up and down. Obviously from this we need to move on to make panels to create the shape and allow for scenery to be added alongside the track.

Thanks

David

So, STS continues to innovate in the slotcar world, and by the way, as you may have noticed from what David said, it is their 10th anniversary this year also, so many congratulations on that as well then David and Guy.

TV News



I know that this will be a bit late for the first one or two but Channel 5 are doing a new series this month called “The Cars That Made Britain Great” and the first one kicks off with Vicki Butler-Henderson (rather than James May as the title may have suggested perhaps?) going on about the Austin Healey 3000 as was made by Scalextric in the 1960’s and then Pink Kar in more recent times so sounds like it will be worth watching, and you never know it might just inspire me to dig out my ancient Scalextric



examples and then do them up with the various bits that I bought off Roger Barker at the 2016 Gaydon event from his excellent RUSC (that’s Really Useful Spares Company) range of spares that he does (Oh hang on, it was actually at the 2015 Coventry event, boy how time flies!).

A Quick Blast From The Past



As we’ve just been on about the ‘60s and that’s the era not the people who are in their ‘60s I hasten to add then how about this, Bearwood and NSCC member Dave Parish is very into 1960’s Scalextric and as a consequence he has been quietly beaver away in the background accumulating the necessary item and parts to try to make a very good version of these four sets from that wonderful era in time and they say that a picture says a thousand words and this picture makes me want to go out and do the same to be honest so how about a photo for next month then Dave of the stuff inside please (otherwise I’ll tell everybody that you are in your 60’s as well!)? ■

Chase Cars - Italian Job Bus

By Graham Pritchard

OK, as promised last month, then I couldn't resist talking about this one this month, to be honest as I'd been following it on Slotforum for a few weeks now and then just like the real thing, as soon as one appears then another one also appears but this second one is on eBay and currently priced at £95 BIN, which sounds expensive I agree, but so far I've managed to resist the urge to press the appropriate buttons as I have far too many projects on the go at the moment!

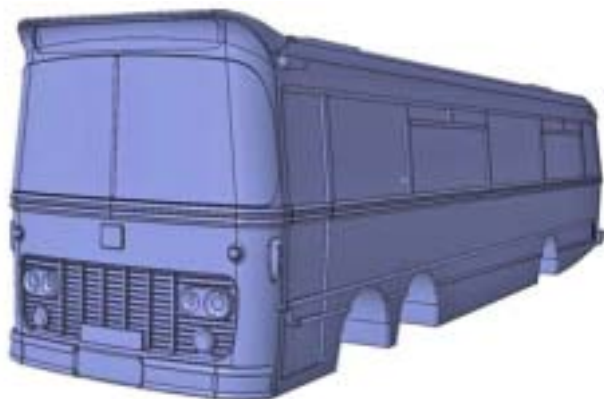
Seriously now though having dabbled with this "casting lark" myself in recent times then the mould for this one must be massive and with moulding rubber being around £10 per kg plus the postage then the set-up costs for this one must be huge and then there's the resin and you won't get many coaches from a bottle of resin either so I bet you'd have to sell some of the gold to buy all of the materials I reckon but how else can you get one? I suppose there is always the third option of trying to make one yourself after all, it's "only" a big long rectangle with a few cut-outs for the windows, isn't it so it really can't be *that* hard to do, can it? Well, on second thoughts, maybe it would be a bit harder than it first seems but you know when you get that "daft idea" in your head and you just *have* to go for it but most fortunately I've resisted it so far as that's what happened with my Morris Minor

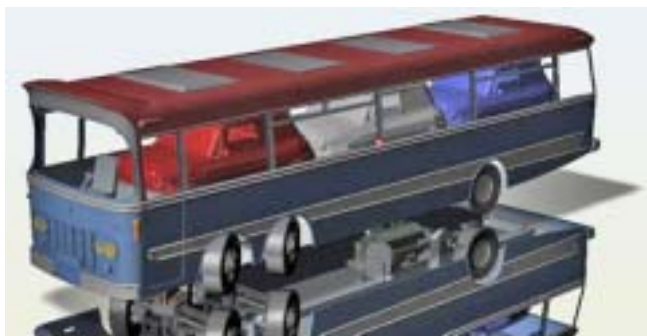


Traveller when I thought "it can't be that hard" and you find yourself still working on it at 2.00am in the morning having started it at 8.00pm but sometimes unless you try you just can't rest, can you?

Anyway, I digress as usual so back to Gareth's one, and as you may already be aware, Gareth is also known as "Chase Cars" (or "Choc-Ice" on Slotforum) and back in March he posted his initial CAD pictures of his vision for all to see and then the "magic" began to happen and those drawings got revised and amended until the first "SLS 3D" print of the real thing emerged. Note that SLS stands for "Selective Laser Sintering" whereby a Laser solidifies a powdered material in "fresh air" effectively in order to create a solid, 3-dimensional model that you can hold BUT don't be fooled into thinking that I'm some sort of "know it all" as I had to "Google it" to see what it meant as well.

So, in real terms, you get a solid item that





you can hold “now” rather than having to wait for the “pattern maker” to go away and make the item out of wood etc. as one Mr G. Turner would have done in the early days of his career but it’s not exactly cheap although to be fair, the costs are coming down as time progresses so one day we will all own one apparently just like we do now with home computers, trust me!

So, now you have a bodyshell, there’s also the interior and the chassis/ coach floor to think about and as there’s no real chance here then of finding a “donor chassis” like you’d normally do so once again, Gareth had to design the necessary parts on his computer – oh, and don’t forget the drive train and motor mount also and then there’s the Minis to think about also, but that can be overcome by using some standard RTR cars if you want the easy solution but Gareth wasn’t going to do that, was he!

Ok, so you’ve just read my take on what I’ve seen, so here is what Gareth told me a few weeks ago when I asked him if he could tell me some more about this marvellous creation:

Hi Graham – to be honest, I’m still in two minds

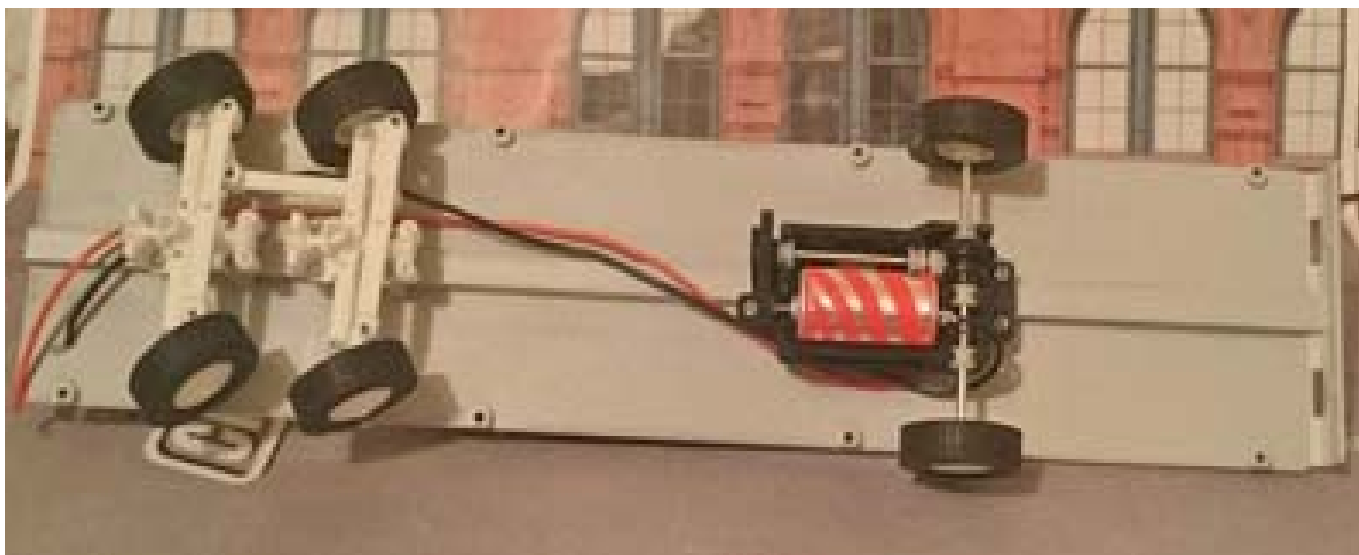


about selling the coach, I’ve got no idea what the market price for such a thing would be but I’ve got a suspicion that my parts would be too expensive.

You’re right that there’s a resin casting available but it’s a slush-cast which has two problems - you can’t put any features inside, and opening up the window apertures is a pain in the neck. Bad enough with a car, but that coach has an awful lot of windows!

Hopefully my kit will be more like an assembly job; all the windows are already done, the floor screws into pre-made holes and there’s the advantage of a complete steering system and a motor housing that screws in. I’ve also got a complete graphics set in there so the route to getting the completed vehicle on the track is as short as possible.

It’s an idea I’ve had since I started Chase-Cars 5 years ago but it’s only since I designed and tested the truck running gear that I thought that it could be achieved. It’s just ironic that as I was developing it I found out that a ➡





resin one was coming onto the market. However, just because there's "another GT40" for example available it doesn't mean that someone else shouldn't have a go and hopefully my coach will have enough features to make it different enough.

The stage it's at right now is having moulds made for the window vac-forms, then I'll get it built up again and on the track to debug any issues. I need to make sure there's enough torque to haul all of that weight around and that the steering behaves as it should. The truck zips along quite nicely with the same system and without a trailer you can actually drift it around corners, watching the steering go to opposite-lock as you kick the tail out.

The other part of the story is the Mini Coopers, and when I started on the coach I knew that Scalextric did an Italian Job set of Minis a few years ago.

Unfortunately it wasn't until later that I did a search to find out the cost of them - amazingly expensive as they're collectible and certainly way too much if you want to mess around and try driving them into the back of a coach!

This meant designing a completely new chassis along "Chase-Cars" lines. It needed steering but as real Minis don't lean in corners it couldn't use my existing chassis with suspension (A good thing too as the rear overhang of a Mini is much too short for my existing chassis!).

So, I decided to use the Carrera "Go" motor and rear axle as it's one of the few contrate gears around that is a smaller diameter than a set of Mini tyres. I made a resin



shell starting from a Scalextric Mini Cooper and a 1960s Airfix Mini Cooper. I used the tyre sizes from the old Airfix car and made my own Minilite wheels which are my own design - being narrow enough for the tyres and with a small offset so that they don't foul the wheel arches when steering.

Just as with the coach I designed a graphics set too and the spinoff is that I've now got a new chassis in my range which is suitable for smaller cars with limited interior space, but still provides steering. The steering system is the same one that bolts on to the PCS32 chassis that's been available for a while.

So, as we go to press Gareth has got as far as painting up the prototype and also getting it on its wheels and rather "impressive" it looks too but to be honest, the word "impressive" just isn't strong enough when you consider all of the work that has gone into this project by one bloke on his own rather than a whole design team at a "popular household name" Company.

So, having also designed a new chassis for the Minis the next step is to make it all come together on a slot track to check that it all does





what it should and that also includes whether should the pallet of gold move somewhat unexpectedly then it won't lead to the vehicle being stranded talk about a "cliff hanger" there then! So, if we are all extremely lucky, then we might just be able to buy one, one day, but, as Gareth says himself, *"The only reason to not use SLS in this application is the cost. Resin would be much cheaper, however it would need serious investment in materials and equipment to pressure cast something this big. My intention was always to make this as an SLS but the cost might mean this is the only one that gets made."*

Damm, now isn't that a real shame? After all of that hard work it might just be too expensive to bring to the market. But, surely in the future the costs of making the 3D print should come down more and more so maybe the moral here is to wait for that day and then go for it then Gareth?

Whatever, I for one can't wait to see it all sorted and thus up and running and I'm sure I'm not alone with that thought either so when it is then I'll show you the finished product here, OK?

Stop Press

Ok, let's be honest, as you may possibly have worked out there just wasn't enough room in last month's Journal for everything that I had sent to Jeremy and so it was this article that was held over until this month hence the note of what



was coming but the upside of that is that when I've just looked again at Gareth's progress it transpires that it's now actually finished and available as a kit on his website!

I therefore say again, that whatever words you →





use to describe this project/ build/ kit they simply cannot describe sufficiently the level of effort and ingenuity that has gone into this project to me it is simply beyond words and therefore we need a load of pictures to fully show what we mean and if I may quote Gareth once again now that it is all finished then here is what he has to say:

“On the bright side it’s an incredible vehicle to drive

and nice to have a really accurate model, but on the down side it’s expensive at £295 for the kit which includes everything except the motor.

I wish I could say that there’s a huge profit for me in this huge vehicle but sadly the components come out at that price. Counting the one I built myself, I don’t think there will ever be more than 5 like this in the world.

But if you do want one, then please drop me a message via SF or my website which is Chase-Cars.com”.





So, if you have internet access then you really do need to check out the video of Gareth driving the vehicle around the track on Slotforum (look under Scratch Building and the Italian Job Bus thread and go to post 81 to see it) or on You Tube but if you're not on the www then go and find somebody who is as quickly as you can! But please remember that you don't need to be a Slotforum member to view anything on there, it's only if you want to post anything yourself that you need to join it, but it is FOC. I know it's a lot of money for this bus, but I reckon that it will sell, agreed it may only be in small numbers, but is this the ultimate and perhaps most iconic slotcar I wonder? ■



His for Haase, Hanomag, Hansa, Healey, Heinkel, Hillman, Hindustan, Hinstin, Hispano-Suiza, Holden, Honda, Horch, Hotchkiss, HRG, Hudson, Humber, Hupmobile, HWM and Hyundai.

Haase cars were built in Milwaukee from 1902 to 1904 by the Northwestern Furniture Company. Top Speed was only 3.7mph so not much need for a man with a red flag there then! Hanomag was founded much earlier back in 1835 to make steam locomotives, boilers and engines before making their first cars in 1925. The small cars they made helped them weather the depression and passenger car production continued until 1941. Hansa built single cylinder cars from 1905 to 1908 before uprating to four cylinder engines. This grew further after Hansa was taken over by Borgward to six and eight cylinder American Continental engines before car production ceased in 1939.

Back in the February Journal I mentioned Austin Healey. Donald Healey was a Garage Owner in Cornwall, who won the 1931 Monte Carlo Rally driving an Invicta. He then moved to Coventry to work for Riley, then Triumph and Humber. By the end of 1945 Donald was making his first Healey cars with Riley engines and Westland bodywork. Briggs Cunningham had a Healey Silverstone with a Cadillac V8 engine. The Riley engines were replaced by 3.8 then 4.1 Litre Nash engines and prototypes raced in the Mille Miglia and at Le Mans in 1950.

At the 1952 Motor Show Sir Leonard Lord of the British Motor Corporation chose the Healey 100 as the new Austin based sports car he was looking for. Production of the Austin Healey 100, with the 2.7 Litre engine previously used in the Austin Atlantic, began at Longbridge in 1953. Jensen provided the bodywork and ➡➡



Donald promoted the new cars in America. Developed into the 100S with disc brakes all round, the 100-Six, and 3000, the cars were successful in competition. The car's ultimate achievement was said to be the outright victory in the 1960 Liège-Sofia-Liège Marathon de la Route driven by Pat Moss and Ann Wisdom. Production of the Big Healey ceased in 1967, while the smaller Austin-Healey Sprite was proposed in 1957 and built until 1971.

After producing 10,000 German aeroplanes including bombers, fighters and jet fighters, Ernst Heinkel suffered from a sudden lack of demand in 1945 for some reason, so switched to making motor scooters, and sold over 100,000 of those. In 1956 Heinkel built his first bubble car, similar to the BMW Isetta but using a single cylinder scooter engine. Capable of 53mph due to its light weight, the tiny car was difficult to get in and out of through its single front door as the steering column was not hinged, unlike the BMW. Although it had four wheels, the rear ones were close together to count as one, and one of them could be swapped to the front in case of a puncture. Production came to an end when Ernst died in 1958, but Trojan bought the rights to produce them in Britain, and launched the Trojan 200 with three wheels in 1966.

William Hillman was a racing driver who built his first cars with Louis Coatalen in 1907 then when Louis moved to Sunbeam, became less successful and sold his Company to William and Reginald Rootes in 1928. They later introduced the Hillman Minx, which met with worldwide success. In 1963 production of their new small car commenced at their new Linwood factory in Scotland to compete with the Mini. This, of course, was the Hillman Imp. Made until 1976, its rear mounted Coventry Climax engine was too much of a temptation for engine tuners, who increased its 47bhp despite a high compression ratio. 1968 brought an estate version, and there was also the California coupé. Hillman Imps became a major racing competitor to the Mini, leading to exciting Rally Cross races which I remember watching on TV at the time. The glaring omission of the Hillman Imp from slotcar manufacturer's ranges is surprising, and



begging to be filled, while home made versions feature in some of the 1960's and 1970's Slot Car books. Before my parents bought their red Hillman Imp, I remember them checking out my Corgi version to make sure the car had bumpers! In winter weather my Father used to put the heavy metal frame poles from our tent in the front boot, to give the front wheels more grip when driving in the snow.

The Hillman Hunter and Avenger appeared in 1970 but were really Sunbeams. A rare beast was the Avenger-BRM, which had, yes you've guessed it, a 16 valve twin-cam BRM 2-Litre engine with 205bhp. Although homologated in 1974, it was dropped in favour of the Lotus Sunbeam, and it is thought no Avenger-BRMs have survived.

The Hindustan Ambassador began life as the Morris Oxford, basically an enlarged Morris Minor, in 1949 before the tooling was shipped to India in 1958.

Looking like Bugattis, Hinstin cars were built from 1920 to 1926 by Jacques Hinstin who was a Grégoire dealer, which enabled him to sell his cars in England, where they were known as Little Gregs. Hispano-Suiza means Spain-Switzerland, probably because one of the Company's founders had emigrated from Geneva to Barcelona. The Company made some beautiful gangster style cars in France and Spain from 1904 to 1943 and competed for sales with Rolls Royce and Mercedes, finally becoming part of the ENASA Group which also included Pegaso sports cars.

Holden built bodies for Morris cars in Australia in the 1920's before being taken over by General Motors, and from 1948 Holden cars were produced that were designed in the USA or UK, but with distinct Australian characteristics.





Soichiro Honda founded his Company in 1948, becoming the largest motorcycle manufacturer in the world in the 1950's. In 1962 Honda started making small cars, extracting 33bhp at 9,000rpm from a 360cc engine to save on Japanese car tax.

The Honda Civic appeared in 1962, while the Honda Formula One car made its debut in 1964 and won the 1965 Mexican Grand Prix with Richie Ginther at the wheel. Since then Honda have given us such cars as the NSX.

August Horch worked for Karl Benz before starting his own Company in 1899. His cars were technically advanced for the time, but he fell out with his fellow directors in 1909 and set up Audi instead, Audi being the Latin equivalent of Horch, meaning listen. Horch continued until 1945, making some impressive looking roadsters with thirsty engines that were



popular with film stars and a certain German political party, and their 851 model was especially made for diplomats and officers. Their last vehicles were mainly off-road and light armoured vehicles.

Benjamin Hotchkiss helped design Samuel Colt's revolver before setting up his own cannon factory in 1855, and benefitting from the American Civil War. He set up a French branch in 1867. The Company continued, developing machine guns, and made their first cars in 1903. This included racing cars, such as their E type from 1904, and although they stopped making Grand Prix cars after World War One, Hotchkiss cars won the Monte Carlo Rally from 1932 to 1934 and in 1939, after which they swapped to making tanks and aircraft engines.

H.R.G. cars were sports cars made in Kingston upon Thames from 1935, and did without suspension but were fast, with long bonnets hiding a Singer or Meadows engine. The rigid axle set-up lasted until the 1950's and their last prototype appeared in 1966. Hudson were based in Detroit and sold 4,000 cars in their first year of manufacture, 1909. Success continued, making the first American car to drive from New York to San Francisco and back in 1916, and taking ninth place in the Indianapolis 500 in 1911.

1919. In 1925 they were the third largest American car producer after Chevrolet and Ford. The Hudson Hornet, one of the heroes of the Disney Cars animated films, was introduced in 1951. Engine choice was limited to a 4.93 Litre engine with 146bhp at first, which was later increased to 172bhp. This was followed by Packard 5.237 and 5.773 Litre V8's by 1957.

Thomas Humber started making bicycles in Coventry in 1868, then three wheel and finally four wheel cars. The Humber Super Snipe appeared in 1939, and Field Marshal Montgomery took his "Old Faithful" with him from North Africa to Germany. The Rootes Group also built Hillman, Singer and Sunbeam cars, and similar cars appeared under these badges. Chrysler took over Rootes and eventually closed the Humber factory in 1967. The Humber brand continued on top-end Hillman cars for a while, until 1976.

Hupmobiles were built in Detroit by the Hupp Motor Car Company from 1908, until the depression of the 1930's hit sales. A 'death or glory' attempt to save the company involved the introduction of completely new models in 1938, but to no avail, with the last Hupmobile Skylark leaving their factory in 1940.

Hersham & Walton Motors, or HWM for short, was founded in 1946 by two racing drivers (George Abecassis and John Heath, didn't he write that intro for the MRRC 1952 Programme I featured last month?), as agents for Alta sports cars, while also making Alta, Cadillac and Jaguar engined specials for hillclimbs and tracks, including Formula 3 cars. Additional HWM drivers included Peter Collins, Paul Frère, Lance Macklin and Stirling Moss.

John Heath's unfortunate fatal crash in the 1956 Mille Miglia resulted in the death of the HWM Company too. In 1959 Phil Scragg won his division of the Hill Climb Championship with a Jaguar D-Type engined HWM, while George Abecassis achieved many victories in his 1956 HWM-Jaguar.

Hyundai assembled British Ford cars and trucks in Korea from 1968 to 1985, beginning manufacture of their own car, the Pony, in 1974. The Mitsubishi Space Wagon became the Hyundai M2 and the Mitsubishi Space Gear became the

Hyundai Shuttle. In 1998 Hyundai bought Asia Motors and Kia, and in 2000, 10% of the corporation was bought by Daimler Chrysler.

Hyundai are now the fifth largest motor group, with the largest car factory in the world at Ulsan where apparently 34,000 workers build one and a half million cars a year or one every 20 seconds and there are berths for three 50,000 Ton ships to anchor. All that and four wheel drive didn't prevent me getting a Hyundai i35 stuck on my neighbour's metal fence once though, whoops!

Let's see how slotcar versions of the above manufacturer's cars are doing on eBay:

1. Spanish Scalextric Yellow and Orange Honda F1 £260.00 (191894905627).
2. Spanish Scalextric White Honda F1 £239.21 (302001786131).
3. Spanish Scalextric Red Honda F1 £128.15 (222225167876).
4. Spanish Scalextric Blue Honda F1 £123.88 (222157649164).
5. VIP Victory Industries Austin Healey Set undisclosed "Best Offer" Price somewhere between £99.99 and £178.56 (291831014670).
6. "Scratch built" Austin Healey Frogeye Sprite £99.99 (131843211101).
7. Scalextric Digital F1 Cars: McLaren/Ferrari/Renault/Honda £99.99 (162102860775).
8. Tyco HO Formula World Tour Honda and McLaren Set £94.66 (181758977629).
9. Minic Motorway Humber Super Snipe Maroon £79.99 (152199559353).
10. Scalextric Austin Healey + D Type Jag + two Mercedes undisclosed "Best Offer" price above £78.28 (291842619298).

I should have guessed the Honda Formula One cars would have dominated this **H** top ten, as they do seem to be sought after on eBay. Good to see vintage models from VIP and Triang Minic Motorways in there too though, beating all the Ninco and Pink-Kar Austin Healeys that were just bubbling under the top ten.

Monthly eBay Watch Top Ten

1. Lancer Merchandiser Panel with 12 Slot Car Bodies £1,895.73 (282116504662).
2. Scalextric 1960's James Bond Set Undisclosed



- “Best Offer” above £1,394.21 (291842553072).
3. Scalextric Vintage Bentley Black £1,242.22 (302028973583).
 4. Top Slot Eight Pegasos collection £1,029.34 (291833740670).
 5. Scalextric ex-Jadlam ST16 Digital track plus six used cars £850.00 (272339295612).
 6. Scalextric Blue, Green and Black Bentleys and Yellow, Red and Blue Alfa Romeos Undisclosed “Best Offer” below £850.00 (291843252685).
 7. Scalextric De Havilland Yellow Bugatti £685.94 (142068185091).
 8. Scalextric 26 Vintage 1960’s cars including Marshal Aston Martins (original plus conversion) undisclosed “Best Offer” below £655.92 (331946004205).
 9. Scalextric 124 Ferrari F1 £644.17 (262546096731).
 10. Lancer 18 Vac-Formed Bodyshells. £597.36 (282132190501).

The Lancer display panel and bodyshells were both from the collection of Lloyd Asbury. Lloyd created several of the moulds for Slot and Die-Cast model car manufacturers including AFX, Danbury Mint and Lancer. For more info see the www.slotblognet and www.slotcarillustrated.com websites.



The Scalextric Black Bentley reached an incredible price, it’s only a few years since I sold my similar Black Bentley on eBay for just £100, although mine was unboxed, while this one had an original box and instructions. The sale may not have gone smoothly however, unless the seller had two, as the same Black Bentley appears to have also sold three days later for an



undisclosed “Best Offer” price below £850 (371706011533). My Black Bentley sale didn’t go well either, my cheeky “Buyer” cancelled his cheque then sent me back a different car instead!

When browsing an Antiques Centre in Weymouth last month, I was surprised to find a Scalextric Vintage Bentley myself, ticketed at £60. I couldn’t resist offering £40 for it, and the deal was completed at £50. While the car has seen better days, and lost various parts, I was happy to discover it runs very well when I tried it out on my track. While it is the green version, it looks as though it may originally have been in a set with a black Bentley, as the rear wheels are black, so perhaps a previous owner made one good car out of two at some stage. Since then I have been sourcing the missing parts on eBay:

1. Original used Dashboard £5.00 (172298030895).
2. New Steering Wheel £4.99 (201443663225).
3. Repro unpainted Driver £3.95 (262546208289).
4. Repro Exhaust £3.85 (162063030536).

Extra Spots

Extra eBay items members have brought to my attention this month include a pair of AIG Mini’s from the rare set that Steve Langford told us about some time ago. These sold for £56.50 (182238142958). Ideal for you Mini collectors out there, while Steve Williams spotted a gorgeous Control Centre, that sold for £234.00 in Somerset (291845830176). We can only hope it reached the eventual buyer in such good condition after travelling through the Post, unless they collected it, of course? ■