



**No. 435 JUNE 2018**

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THE INDEPENDENT CLUB FOR SLOT-CAR ENTHUSIASTS

## **Diana Francis - Honorary Life Time President So It Is Official!**

Having attended the recent excellent Slot Car Festival at the Heritage Motor Museum, I was not only marking another milestone in terms of my birthday on the Sunday but having met our Ex-Editor and now Slotforum moderator, Brian Rogers it was pointed out that now without a doubt I am the longest serving Editor in NSCC history! I have now done some nine years in the role, much to Brian's annoyance as he thought his stint as Editor was one that would not be beaten! Still I must be doing something right as to date no one has offered to take over at the biannual elections, or am I speaking to soon?

Moving on the Slot Festival this year gave all who attended the opportunity to catch up with friends and associates alike and as a result the time passed all too quickly I thought. Maybe as well as the wallet tends to suffer at these events and if it was any longer I could have a more serious issue than usual having to explain the number of bags and boxes coming through the door at home on the Sunday evening.

This month, you should have in your Journal the annual AGM report and also the Ramsgate application form for the NSCC/ Hornby weekend on the 24th and 25th November. Please note the deadline for applications and also note that when we request payment for attendance it must be made within the stipulated timescales.

Unfortunately last year as a result of our somewhat relaxed terms of payment (and general trust in those who attend) we had a member not pay for the weekend and so we are currently looking to pursue the debt further by legal means if necessary, having already written to him and suspended his membership to no affect. This may sound harsh but remember the cost of their places on the weekend has been paid by the Club. I am sure most understand and in this modern day and age where banking can be done at the push of a button wherever you are there is no excuses for not paying prior to the event anymore. Until next month.

Jeremy



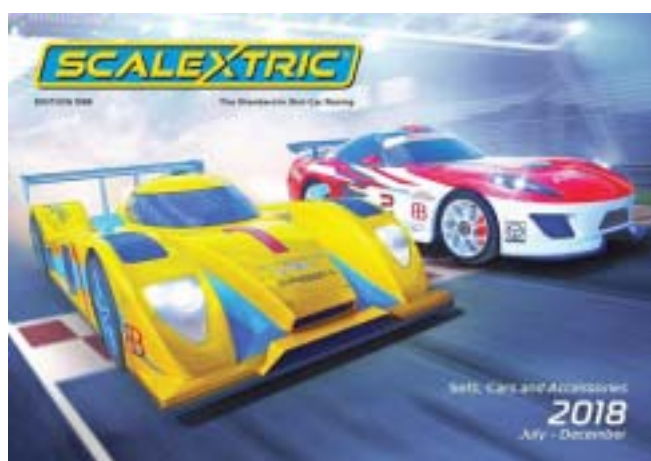
# MESSAGES FROM MARGATE



email: [factory@nscc.co.uk](mailto:factory@nscc.co.uk)

By Pete Simpson

By the time this is published the second half of this year's releases will be fully in the public domain, no more guessing or scouring the web for hints of what might be coming. Fortunately, Scalextric announced the models to be released from July to December on 18<sup>th</sup> May, the day before the annual Gaydon event. This meant Scalextric would be able to exhibit examples of some of the new models at the show as well as permitting me to include details of these latest releases earlier than I'd anticipated. It has been an odd year as, although the H2 models were not in the initial 2018 catalogue, they were included in the price list and many were on display at the Nuremberg Toy Fair in January. I suspect that this pattern of announcement will not be repeated in 2019 and that we'll return to a full year catalogue.



## 2018 H1

Before I progress to the latest announcements I must first complete my obligation, from last month, to run through the remainder of those models included in the January to June catalogue.

However, having revisited previous articles, as well as my library of photographs taken at Sandwich in April, I now realise that there are too many that I've yet to cover to include them all in one month. So, to attempt a compromise between the two 2018 halves, I'll catch up on a few H1 releases and then include a few of the H2 revelations. I suspect that next month's format will be very similar although that should conclude all the cars available up to that time. Then I can reveal more over future "Messages" as the models become available. I hope that will bring a semblance of continuity to the remainder of the year.

## New Packaging

So, despite the above discussion, the first item immediately deviates from the plan. The revised boxes are not quite as shown last month as that example seems to have been peculiar to the presentation release with its blue background and white base. The first example of the final packaging is this Ford Escort, from the July to December catalogue. Although my description →



was correct, the image showed the interim scheme: white liner but still in a grey box. The white box with a blue inlay card is what we will see from now on.

### **4868 WK**



Most Jaguar fans will recognise this as the registration number of the famous Lindner-Nocker Low Drag E-Type, chassis number S850662, the seventh of the twelve lightweight racing examples. I'm equally sure that many will also spot that this is clearly not the car fatally crashed by Peter Lindner at Monthéry in 1964, despite having the same licence plate. Well, it is. The well known low drag body, together with transmission and engine improvements, was only a feature of the car after it was modified to



the design of Malcolm Sayer prior to the race at Monthéry. As Scalextric don't have tooling for the low drag body and as the car is important in Jaguar history, it makes perfect sense to produce it to represent the car in its original form. C3952 should be available reasonably soon as it had been approved, requiring no further changes, when I saw it.

### **Aston Martin GT3 Vantage**

The artwork on this car fully justifies the move to water printing using a decal-type film that wraps around the body shell, often in a single piece. The danger of the film failing to shrink into body lines, and the occasional, over-enthusiastic application of lacquer required to protect the finish, do mean that, for the simpler liveries, tampo printing often produces better results. But, for a subject such as this and an increasing number of current paint schemes, the new technology is the only financially viable







option: imagine printing complicated patterns one colour at a time! The combination of satin grey and multicoloured pattern on the rear of this Aston, C3945, certainly make for an eye-catching scheme. Last year's Team HUD Motorsport GT3 race car is represented as it appeared at the Brands Hatch GT Cup race: a few details varied between races in the year. Drivers Nigel Hudson and Adam Wilcox came second in the GTO category: there are five classes, structured to encourage almost any GT car to enter. 2017 included GT3 cars from Aston and McLaren, Cup cars from Lamborghini and Ferrari, and GT4 entries covering Ginettas and Porsches: visit [www.gtcup.co.uk](http://www.gtcup.co.uk) for a full description of classes.

The model is a High Detail release so includes lights at front and rear.



### **Porsche 911 RSR**

This release may be one of the last depicting this body shell as it was subsequently updated and Scalextric are running out of options to emulate. This one for 2018, C3944, is the Le Mans 2016 entry from Porsche Motorsport, in the GTE PRO class, driven by Nick Tandy, Kevin Estra and Patrick Pilet which unfortunately failed to finish having completed 135 laps, compared to the sister car, #92, which retired after 140 laps.



The lead Porsche 919 Hybrid completed 384 laps and won after Nakajima's Toyota suffered a heart wrenching failure on the line with 3:25 minutes of the race remaining.

Like the Aston above, this too is a High Detail example with working lights front and rear.



## **H2 Overview**

This is only intended as a taster for what is to come. Those who visited Gaydon will be aware of the full range of the models announced for the second half of 2018 as the catalogue was, by then, public knowledge.



I was fortunate to be allowed to photograph all the available, unannounced models in April so I can already show some of the actual releases, albeit as these were only at the approval stage, a few minor changes may be implemented prior to production.

### **Jägermeister VW Van**

News of this pending release sneaked out in March, sparking belief that an orange van ➡➡





was in the pipeline. Although the subject matter was correct, that is not the corporate colour of the drinks manufacturer, only the scheme adopted by race teams. The colour for the delivery vans was always green. When I visited



Hornby in April they did not have a complete model to show me as they were in the process of selecting the correct shade. The lower body component shown here wasn't quite correct but it's definitely green not orange, although that's clearly not the whole story. As soon as I see the finished van I'll publish a few more photographs but, in the meantime here's the catalogue image of what's to come.

### Vintage VWs

This pairing represents a new technique in model decoration. Previously, any weathering effect, such as dirt or corrosion, has been represented by the judicious application of paint. For the Beetle and Type 2 of the Rusty Rides twin set, C3966A, the ageing has been achieved by photographing real rust and adding it to the model as part of the overall water-printing process. Getting the degree of corrosion correct is always tricky: too subtle and it hardly seems







worthwhile but too much looks unrealistic: for these two, Scalextric have struck a reasonably good balance. The camper works best as the overall appearance is grubby whereas the Beetle looks a bit fresh where it's not rusty. But, as the railway modellers always proclaim, "there's a

prototype for everything", so who's to say either are incorrect. Remember, these are intended as toys, if you desire a realistically matured model then try your hand on a pristine example using some of the available specialist paints and weathering powders. At £86 for the twin set it's not overpriced for a Limited Edition release of only 2000.

### **Chevy Monte Carlo**

Thanks to the bane of the contingency stickers, the mass of individual sponsor decals on the front fenders of NASCAR racers, we are likely to be deprived of genuine race liveries: the licencing arrangements are probably far too daunting. However, Scalextric have still ➡➡





managed to release models that capture the style of these all-American racers while creating convincing, yet entirely fictitious, schemes: the companies represented are all within the Hornby Group.



Last month I showed the artwork for the Stock Car Challenge set, C1383: now I have images of the actual cars although I've not yet seen either of the two (yes, TWO) solo releases so these will be revealed later in the year. The two set cars will be numbered 33 and 27 and look excellent, being accurate examples of the squarer, 1980s, Monte Carlo. These may not be to everyone's taste but they are a pleasant departure from modern machinery. Although the solo releases are priced closer to that of SR releases, at £35, they have interior and clear glass: no lights are fitted but that's due to the subject rather than economy. For those wishing to create their own depictions of real cars I have suggested that white versions are made available: if they aren't, later in the year I'll



describe the best way to remove the decoration ready for repainting. As these are water printed, it'll be the first opportunity to test just how resilient this new process really is.

## The Vegemite Car



Six and a half litres of V12 delivering 566kW (760BHP) through a 7-speed ISR gearbox, driving all four wheels, to reach 60mph in less than 2.8 seconds, wrapped in a carbon fibre body and chassis, employing 25 profile rear tyres (but only 30 at the front where the 400mm discs reside), and including, for those frosty mornings, electrically heated door mirrors! What's not to like? Well, maybe the shape of the Lamborghini Centenario isn't quite to everyone's taste but we got used to the 1973 Countach after less than a decade or two. This new venture is a tribute to the 100th anniversary of the birth of Mr. Ferruccio Lamborghini and aims to be the most exclusive and sought after car in the world. Scalextric have remained more conservative in their selection of power: the humble Mabuchi, arranged in-line.

Scalextric have announced two versions: one in a subtle lime green, the other in "carbon". So far, I've only seen the green version, C3957, so I cannot comment if the







other will be patterned with a carbon finish or it will be plain black: web images imply the latter which is a shame considering the possibilities offered by the latest finishing techniques.



### Escort

The car shown in its box at start of this article is the 50<sup>th</sup> anniversary version of the Escort, C3934. Unfortunately, the only body shape Scalextric have included the large arches so it's not quite correct for a factory Mexico. However,



that minor annoyance aside, it still captures the pleasing shape of the car. There's also a Team Broadspeed racing version, as driven by John Fitzpatrick at Brands Hatch in 1971 to come.

### ARC App

My bleating about being unable to use the App without being connected to a powerbase has finally been recognised, and partially, corrected. OK, I accept that I probably wasn't the only one to recognise this as a failing but it is good to see that it's been rectified. The new version includes a search facility where it is possible to either search the entire database or each category. Not all cars have yet been uploaded and rather strangely not all entries have images, but it's still pretty good.

The cars are listed in "C" number sequence so it's necessary to scroll down to the bottom of the list to find the latest releases. And, as a bonus, there's even a few included that are additional to the January to June catalogue. ➡➡





Although it's a delight to be able to list the entire range, there is still room for improvement. The App doesn't present the cars as in a catalogue but only as options for each race. Therefore, in order to access a listing of the cars one has to "pretend" to select one for a race. This works fine to satisfy the purpose for which it is intended, but still misses the chance for users (potential customers) to easily list all the cars available and plan their next purchase. It's good, better than before...but still falls at the final hurdle.

The good news is that Scalextric will be updating the App on a monthly basis so maybe, just maybe, Marketing will be able to coerce the Engineering team to better represent their interests.

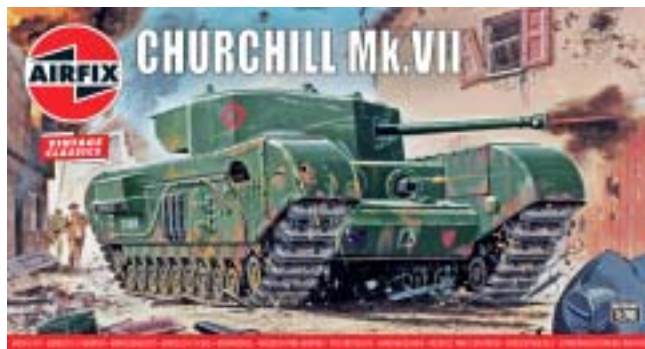
One slightly annoying aspect of the new App is that notifications of the change won't be sent from Google Play or from the Apple App Store as it's not an update, it's a new App. However, anyone registered with Scalextric received notification from them via their monthly blog.

### Other Hornby News



Not only did we benefit from more new releases, but so did the railway and plastic folk: twenty nine new items of rolling stock, including another two liveries for the charming little Peckett industrial loco and a whole host of reissues from Airfix in its Vintage Classics range.

As examples from the twenty five kits reintroduced, the Cutty Sark kit is £32 and the Churchill tank a mere £5.99. Some of the sellers on eBay may not approve as many examples of the older releases of these kits have been selling for considerably more. It's worth



looking at these reissues as they all represent great value although be prepared for a little extra work in building as the moulding quality may not be equal to modern standards.

Who knows, Scalextric may dust off some old tooling and look to reintroduce some older models. Don't expect a Bugatti, but if tooling is found in respectable condition for other legacy models, for which reasonable sales could be expected, we might be lucky?

So as I have already indicated more news to follow next month, and I will continue with the forthcoming new releases. ■





Welcome once again to Carrera Corner. Carrera were at the UK Slot Car Festival at The British Motor Museum Gaydon with the Carrera D132 demo track and the latest 2018 car releases. Here we concentrate on the new models that are due to be released in June. They are:

#### **CA27567 BMW M1 PROCAR BASF**

The BMW M1 Procar Championship, sometimes known simply as Procar, was a one-make racing series created by Jochen Neerpasch, head of BMW Motorsport GmbH, the racing division of BMW. The series pitted professional drivers from the other championships including the F1 World Championship, World Sportscar Championship, European Touring Car Championship and other international series against one another using identically modified BMW M1 sports cars.

It was billed as an opportunity to see a mix of drivers from various motorsport disciplines, the championship served as support

races for various European rounds of the 1979 F1 Season, with F1 drivers earning automatic entry into the Procar event based on their performance in their F1 cars. Niki Lauda won the inaugural championship. In 1980, the series held some events outside of the F1 schedule and was won by Nelson Piquet. BMW chose not to continue the championship in 1981 to concentrate on their entrance into Formula One.

In 1980, a year after the magnificently successful Procar launch, the races were no longer exclusively held under the auspices of F1 management. GS Tuning brought the German company BASF on board as a sponsor to make the BMW M1 distinctive with white spirals on a red background. After nine championship races the German, Hans Heyer ended up in seventh place. The BMW M1 Procar 'BASF Number 80', 1980 has front, rear and brake lights, and faithfully reproduced details. This model is digitally controllable and can be used with analogue track. Other versions of the BMW M1 are available.

#### **CA27568 FORD CAPRI ZAKSPEED TURBO**

The hugely popular Ford Capri was designed by American Philip T. Clark, who was also involved in the design of the Mustang, both cars are a favourite with slot car manufacturers. The Probe was effectively the replacement for the Capri which, to my knowledge, has never been made as a slotcar unless of course you know better?

Zakspeed is a German motor racing team, founded in 1968 by Erich Zakowski and after







that run by his son Peter Zakowski. It is based in Niederzissen, Rhineland-Palatinate, not far from the Nürburgring circuit.

The Ford Capri Zakspeed Turbo was an all-round success. Particularly in the 1970s and '80s it was seen on racetracks all over the world. The blue and white Capri with the number 52 competed for the "Sachs Sporting" team at the Norisring in 1979. This is the car as driven by the Austrian Harald Ertl. In 1979 and 1980 he drove successfully for Zakspeed, winning several races with their Ford Capri turbo.



### **CA27570 FERRARI 365 P2 MARANELLO CONCESSIONAIRES**

In December 2016 Carrera released CA27536, the Ferrari 365 P2 North America Racing, race number 18. This new model is also finished in red and carries race number 17. The Ferrari 365 P2 was mainly developed for privately-owned teams and was on the grid in 1965 for the British team Maranello Concessionaires Ltd. to face up to the challenge posed by Ford in the '24-hour battle.' Starting from ninth position, the car eventually dropped out with ignition problems.



Later, in Reims and Zeltweg, two second-places were recorded.

### **CA27580 CHEVROLET CHEVELLE SS 454**

This model is finished in black with a flame effect at the front. The Chevrolet Chevelle 454 SS is a muscle car from the 1960s and '70s. The SS stands for 'Super Sport' and was the designation given to all of the model variations with additional sports trims and equipment. Powered by a 450 hp V8 engine, in the 1970s the Chevrolet Chevelle 454 SS was successful in Nascar competitions.

The above models were available to order at the time of writing for around £37.00 each.

The Hobby Company are the official UK distributors for Carrera slot racing sets, cars and accessories. "Carrera UK Slot Racing" Facebook pages provides information on all UK releases including Go!!! Evolution, and Digital 143, 132 and 124 as well as news concerning Carrera. For further information or to find your nearest retailer go to: [www.hobbyco.net](http://www.hobbyco.net) or go to: [www.carrera-toys.com](http://www.carrera-toys.com).

I hope to have more news from Carrera next month. ■





Ciao everyone and welcome to this month's edition of Forza Slot.it. What a beautiful clear blue sky morning as I admired my wisteria starting to come into blossom as I ate my breakfast. I then jumped into my car ready for a nice sunny drive down to the UK Slot Car Festival, turned on the radio and was continually assaulted for the rest of my journey by the media feeding frenzy of something to do with "some wedding" as they grabbed any overly excited passer-by to interview to say what a wonderful day it was, duh? This was interspersed with the odd comment on some blokes kicking round a bag of wind at Wembley later in the day and a bit of music. No mention of the premiership rugby semis or the Slot Festival which was a bit of a surprise to me.

Anyway, I arrived at Gaydon spot on 10.00(ish) and walked straight in after collecting my prepaid blue wristband and straight to the Slot.it/ Policar stand with the view to getting my snaps in early before to many people got in the way of the display stands and to have a chat with Maurizio about anything I could get out of him about the future. Snaps in the bag, check, but where is Maurizio? A quick chat with the only Slot.it/ Policar friendly man on the stand and it appears that Maurizio will not be around till Sunday! Oh dear, I am only here today/ Saturday so that's that out then! OK I will press the friendly Italian man some more but my Italian amounts to "Ciao", "Si" and "arrivederci" and his English, whilst way better than my Italian, is limited so not much joy there! Maybe next year then!

Gaugemaster was the stand next door so I whipped in there to have a chat with Terry to see if I could get any other information but it would appear that there was nothing particularly new

that I was not aware of on the car and track front as Terry had given me the inside information from the Nuremburg Toy Fair a couple of months back and nothing had really changed since then that he was aware of. There was, however, a new Slot.it press/extractor on view as well as the new "modular 'M' in-line crowns" for the pro axle and the universal in-car chip for Scalextric SSD, Carrera D132, and oXigen could also be seen.



Where to start? Think I will go with the new chip first. As I expect everyone knows there are a few digital options out there on the market but each one uses a different chip and track sections so absolutely no compatibility there then! Some⇒⇒



are still current but others seem to be on lingering death as control and track parts are in short supply or just not available to purchase. What Slot.it have done is come up with a single chip solution that will now work for multiple (but not all) systems. These being, and I will quote the website on this: "It's a universal unit, being natively compatible with oXigen, Scalextric SSD, and Carrera digital. 'Compatible' means that the chip performs like any SSD or Carrera 132 original system once the proper software is loaded. In other words, when appropriately programmed, you can use this chip on either Scalextric SSD, or Carrera D132, as if it was a 'standard' device for the said system." Sure sounds like a good idea to me, for anyone into digital tracks, but I would suggest that you read the full official Slot.it article as there are a few things to be well aware of depending on what system you are going to use the car/chip on. Full details can be found here: <http://www.slot.it/Download/oXigen/Manuals/CarChipCO2.en.pdf>

Me, I've never made the jump to digital, tried it, it's OK but I think I will stick to normal track for now.

Next up would be the new Slot.it press/extractor. I heard about it just before I went to the Festival but I was quite surprised by the size of the unit as any press/extractor I have used in the past has not been much bigger than an in-line motor. As you can see from the picture it is a bit of a beast and comes with a few parts to help you do what you need to do when changing a pinion! I won't bore you anymore on this subject but if you need more information on this product then pop along to the Slot.it website again and check this out: [http://www.slot.it/Download/FAQ\\_PDF\\_en/25-PrEx.en.pdf](http://www.slot.it/Download/FAQ_PDF_en/25-PrEx.en.pdf)

That just leaves me with the new 'M' (is for modular) in-line crown offering for the Slot.it pro axle system that we are all accustomed to with all the interchangeable gears, wheels, bushings, pulleys and spacers that the keen home, club and racers out there know only too well about. However, all of the above are probably aware that over time you can suffer stripped gears as the pinion and gear slop

around a bit with general wear and tear etc. and your car quickly grinds to a halt and maintenance is required! Now I'm not going to go on about this either as, again, Slot.it have an excellent article on this on their website that fully explains all the ins and outs of this problem, how it is resolved and some little pictures to help you understand how to fit all the new bits together. Great little read that you can find here: [http://www.slot.it/Download/FAQ\\_PDF\\_en/26-MCrows.en.pdf](http://www.slot.it/Download/FAQ_PDF_en/26-MCrows.en.pdf)

The first parts and technical sheets should be available in the dealers around the end of May and are as follows:

GM24o - 24 teeth modular crown, offset.

GM25o - 25 teeth modular crown, offset.

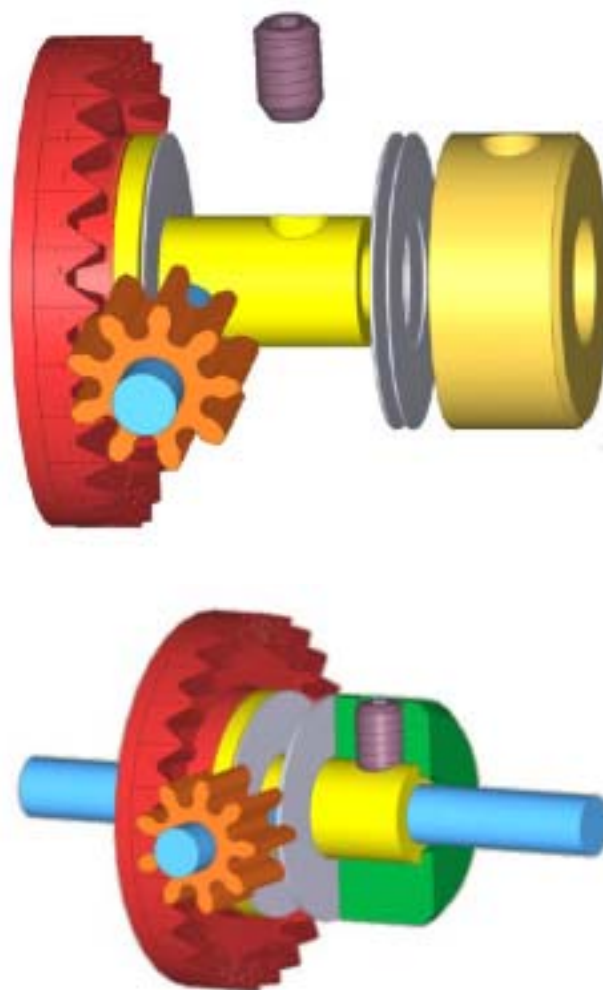
GM26o - 26 teeth modular crown, offset.

GM27o - 27 teeth modular crown, offset.

GMF55 - Ferrule for Ø5,5mm pinions.

GMF60 - Ferrule for Ø6mm pinions.

In a nutshell, the way it works is the gear crown now has an extended collar type sleeve to



fit over the axle, all in one piece. You then slide a couple of washers/spacers on that go either side of the pinion axle end as it meshes with the crown. Finally you slip on a separate collar to hold the washers in place and make sure that the grub screw goes through the outer collar AND the inner extended sleeve that secures it to the axle. The two pictures should give you a better idea but if in doubt then go read the full Slot.it PDF as mentioned above.

To finish this section off then all of the above and more useful Slot.it related information can be found on here at: [http://www.slot.it/DOWNLOAD\\_INSTRUCTIONS/Download-Instructions\\_EN.html](http://www.slot.it/DOWNLOAD_INSTRUCTIONS/Download-Instructions_EN.html)



What about the cars I hear you say? Again, nothing new really as I have mentioned all of them before in previous articles this year. I saw nothing new from Slot.it but I was able to get a close up view/snaps of my own about the stuff that was last seen at Nuremburg. You will find several pictures dotted around this article showing all the stuff I saw. Additional information that I did pick up or confirm was that, certainly for me, the introduction of a generic “current” F1 car moulding is very welcome especially judging by the Policar F1 releases of late. These cars are real masterpieces



of the scale modellers art and absolutely fabulous on track. I would certainly expect the same of this new Slot.it F1 direction but with more performance and probably more scope to tinker with for the racers out there? I had a good close look at the printed moulds and, to me, they could pass as any/ many of the recent F1 cars for the last few years as long as you don't want all the aero details! This year's real F1 cars have lost the fin and now have the “HALO” head protection in place but maybe Slot.it will change the mould before production to accommodate these changes? Me, I would just ignore the HALO and probably have two mouldings, one with the fin, the other without and that would be a good basis for F1 cars for the last five years or so. The only other information I found out on this was that the car will be produced in plain white and Slot.it have no plans to produce decal sheets for any race teams past or present. Personally, I would like to see Slot.it produce team decal sheets for these cars but I suspect this has something to do with licensing costs? No doubt, if it is a standard body shell then “someone” will get round to producing the decals over time when the car finally hits production. I have no idea when that might be but really looking forward to it.



OK now for a spin around each picture with any relevant information. Starting with the Alfa's. The Martini one is the pick of the bunch for me but check out the plinth as even I can see there is a slight problem with the car, race and driver mentioned! The Bosch liveried car is a bit plain and the red Alfa “Christmas” Danner car is too similar to ones already produced. Collectors won't care, and I guess that would include me, and will still purchase one! ➡➡





The yet to be produced Toyota 86C (CA41a) in Leyton House colours comes under a must have for me. However, I hope Slot.it will



check the blue again as the sample in the case looked a bit darker than what I remembered. The next Calibra to be released (CA36c) looked spot on to me and should be with us in the near future. The Merc front is coming on well, just need a full car I guess!



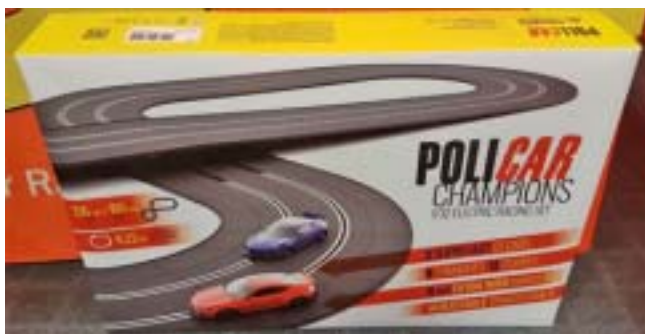
The "Porker" has been out for a while now, the Nissan SICA05f has just been released (more on that next month) and the vibrant yellow McMerc (SICA10L) should be with us later this year. The Maserati had some interior issues on the display stand but it didn't really look as if things had progressed any further on this test moulding on display. The same could be







said for the Ferrari as well. No idea on production time frames for these two interesting little projects but I suspect 2019 would be a good guess!



Last but not least and Policar had a mock up box of the new set mentioned in a previous article a couple of months back but no sign of any track pieces for me to look at after my



doubts from earlier. I subsequently found out that track parts would probably be around on Sunday but too late for me! The next Lotus 72 in Lucky Strike livery looked beautiful and I still





have no intention of smoking so all good there then and I can't wait for this one to be released to go with the rest of my Policar 72 stable. The new mould Toyota looked good and the Ford Escort rally liveried car was a bit of a surprise as not heard anything about that previously. Still, it makes sense for the Policar brand and the new direction they announced at Nuremburg.

Conclusions for my little day trip then? Well, late into the evening the media was still apoplectic with delight about that wedding and, no doubt, Terry was happy about the Wembley prima donna windbag kicking contest. Me, well I missed a cracking game of rugby by all accounts (Sarries V Wasps - 90 points and 11 tries), watched a great tussle in the second Semi (Exeter v Newcastle) and had a fabulous day at the Slot Festival chatting with old friends and picking up a few trinkets for my collection. It was good to see the hobby is still very much supported with the the maunfacturers present and also all the traders there, not to mention of course most of the NSCC Committee on the Club stand, so roll on next year and hopefully no more !#E\*#&(\*!@) weddings as a distraction on the day!

Well, that's all for now so I will sign off with my continued thanks to Terry at Gaugemaster for his excellent support of the NSCC and to Slot.it/Policar for any additional news. Ciao and arrivederci till the next Journal. ■





I write this chat having just returned from this years UK Slot Car Festival at Gaydon. The show which is now in its eighth year took place on one of the hottest weekends of the year and neither the show nor the weather disappointed.

The Festival just keeps getting better and better and the numbers through the door on the Saturday appeared this year to be much greater than last year. At the NSCC stand we were constantly having to re-supplying our NSCC carrier bags that were being handed out to people coming through the doors. There was plenty to see, do and buy at the event. So, once again many thanks to the organisers Julie, Mark, Sean and Roger for once again providing a fantastic Festival. Thank you also to all the many people who worked very hard over the weekend to make the event a success.

The NSCC once again played a significant role at the Festival with our Club stand being situated on the main concourse near to the escalators. The Club stand had a lot of traffic over the two days and the Club did brisk business signing up new members and selling Club cars. In addition, we ran a track timed lap competition and a competition for the best track at the event.

I would also like to say a very special thank you to all those members who helped the Club over the weekend for your tremendous help and support. This year we had the largest number of

members that we have ever had volunteering to help the Club over the two days. The lucky volunteers were all able to purchase a Limited Edition UKSF/NSCC transparent blue Mustang. A very attractive car indeed.

In addition, can I say a big thank you to the rest of our Committee who as always worked tremendously hard over the weekend on behalf of the Club.

### Track Competition

Myself, Jeremy and Jeremy's son Ciaran judged the track competition at the Festival and once again it was very competitive. As always, we scored them over a range of criteria including the friendliness of the people running them and their drivability. Dave Jessett's Slot Track Scenics sponsored the competition and supplied the prizes.

Some of the tracks were simply wonderful. On display for the first time at this year's Festival was a 1/24<sup>th</sup> Scale Scalextric figure of eight track with people having the opportunity to see this rare track in action. Being large it took up a lot of space, but it was very smooth and drivable. Way ahead of its time when it was produced.



The winners of the track competition were as follows. In first place was the simply outstanding rally track with full scenery 'Flat Over Crest' by Hub Habets. The scenery on this track was simply incredible.

In second place was an HO Matchbook rally track by Andy Hooper, once again with fantastic scenery and a very driveable track. ➡



In third place was the Wren formula track presented by Nigel Robinson which was not only good to look at but was also very pleasant to drive. A charming piece of Slot Car history.



### Timed Lap Competition

The circuit timed lap competition results on the Saturday were as follows:

First prize was won by Richard Hill who



recorded the fastest lap. Mathew Knowles won second prize. Mathew was just 11 years of age and finally Greg Dommert won the third prize.

On the Sunday the winners were as follows;

James McKindrick won first prize with the fastest lap on the day. Barry Friess won second prize.







Third prize was won by NSCC Member Mark West.

### Hornby

Hornby had a good presence at this years show with samples of their range for the second half of the year on display. Whilst at the show members of the Committee presented Hornby with a cheque for £2,551 to be paid to the Toy Trust which was money raised at the auction during the Hornby/ NSCC weekend at Ramsgate in 2017. We hope of course they will be supporting us this year.



### John Judd

Finally, whilst at the Festival I heard the very sad news that John Judd had recently died. John was a well known, long time member of the Club, a collector and seller of slotcars. John organised for many years the Leeds Swapmeet and was a familiar sight at that event. I think it is fair to say that without John there would be no Leeds Swapmeet at Rothwell today. I was extremely grateful to him for that as it gave me chance to attend an event very close to home and indulge in my hobby.

I also came across John on many occasions at local toy fairs and events in Yorkshire and over the years bought many items from him that are now in my collection.

I didn't know John as well as some members and I know that many of you will have your own memories of him, but it is right that we should remember John and his contribution to the hobby. He was a character and someone that I know will be missed by all of us of Club members and indeed everyone in the slotcar fraternity.

That's all for now until next time. ■





Welcome to Fly on the Wall and we have important news from Madrid this month.

First however, Terry would like to thank everyone who visited the stand at the Slot Car Festival or bumped into him over the weekend to wish him well; many were surprised to see him there at and some even thought he would have been in a wheelchair! We would also like to thank Sean at Pendle, Mark and Julie Scale and Roger Barker for again putting on this important showcase event.

After a long consultation with Carlos Garcia the current owner of Flyslot, Rafael Barrios Junior, has left the company to re-form Fly Car Model, which will also include Slotwings as one of its sub brands. Flyslot will continue briefly, releasing two Buggyra trucks, a Limited Edition Lancia 037 Rally car and the first of the newly tooled Renault race trucks. These we believe will be the last ever releases from Flyslot and at this stage it is not clear about the future of the Renault Trucks.



The last ever release from Flyslot, is likely to be FS2061, Renault Race Truck as driven at the Le Mans Truck GP in 2011 by the Czech Adam Lacko, race number 7. We mentioned this truck last month. The retail price of this significant truck will be £69.95.

As to the future, what we can say is that Rafael will be pushing ahead with classic F1 releases that have been in the offing over the last six to twelve months. This will include the Hesketh and McLaren M26 in plastic as Fly





Car Model products, while he also intends to pursue the limited production run resin F1s such as the Surtees TS19 and the Shadow DN5 which we know will be branded under the Platinum Collection. This resin collection will also include cars other than F1 that have had bodywork changes such as 917Ks, 911s and



even an M3 super touring. So good times ahead and I will be providing news of releases as soon as we have them.

Thanks to Terry Smith, Brand Manager, Gaugemaster Controls Ltd. for his help in compiling this column. We are pleased that Terry appears to be making a good recovery. In the meantime, see: [www.gaugemaster.com](http://www.gaugemaster.com) or follow Flyslotcars on Facebook or visit: [www.flyslotcars.com](http://www.flyslotcars.com).

I hope to have more news next month. ■







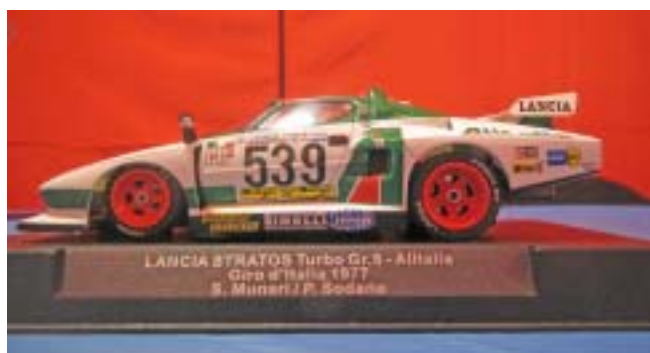
# Taking it sideways

BY RAY BROWSON

Hello, and welcome to another short Sideways report. The exciting new release is the majestic Lancia Stratos HF Turbo Alitalia from the 1977 Giro d'Italia, reference SW59. This is probably the classic livery that most racers and collectors have been waiting for and, indeed, the car looks great. It has the standard Sideways Group 5 running gear of flat-6 motor 20,500 in anglewinder configuration and aluminium (red) rear wheels.



The car was driven by Sandro Munari and Piero Sodano. In the event, Sandro was not able to replicate his 1976 victory and the car retired. A Porsche 935 won the event. I was able to take some photos of the car at Gaydon, which Terry



Smith had displayed on his Gaugemaster stand, and they show the livery to great effect. The red stripes are luminous salon hue, not well captured on the photos, which I had to take indoors.



The Nascot Wood Group 5 championship for standard Sideways cars remains very popular with good attendances at race meetings. The cars are run as standard with free choice of tyres, chassis screws and braids. The Sideways motor mounts can be changed for the basic Slot.it



version SICH61. The BMW M1 is a popular choice along with the Ford Capri and Lancia Stratos. The Ferrari 512BB and Lancia Beta



Monte Carlos also make appearances. At the last meeting there was a BMW 320 Markus Hottinger Fruit of the Loom (SW42), which looks great with the silver wheels.

I have been preparing a BMW 320 Schnitzer for the next round using the Slot.it motor mount. It is one of the special edition cars, Black Edition SW44B, which I paid the standard price for; the seller must have mistaken it for the normal blue race car as, in fact I did with my ageing eyes.



Sideways may also be producing gold/silver/bronze special edition Huracans. I have no details of reference numbers or prices but presumably they will be more expensive than ➡➡





standard, which are already expensive enough in my view. I am sure they will look magnificent on display and even racing around the track.



Thanks as always goes to Terry Smith and Gary Cannell for their help this month in providing the information. ■



This month rather than the usual “Bits & Pieces” I thought I would bring you a report from the recent Slot Car Festival held at the Heritage Motor Museum. With the Festival now in its 8<sup>th</sup> year, then it still seems to go from strength to strength, and you really do wonder how we ever managed to do it all in just one day in those very early years, as many people reckon that even two days now is simply not long enough to be able to chat to everybody that you know and look at everything that is there etc., but I can’t really see Sean, Roger, Mark and Julie being willing to extend it any further as they really did look rather “done in” as we were packing it all away on the Sunday night so that the usual conference activities etc. could take place again on the Monday as if we had never been there.

This year’s event had been billed as “having a different look and feel to it”, so what was there this year to make it like this then you may ask?

Well, there’s certainly a lot of development work going on, on the site itself as you can see here with this massive pile of earth!



They also had the National Allegro Owners Club bash on the Sunday as well, but this was taken when they were just starting to get there rather than the event being very poorly attended I must add!

What also caught my eye as we were setting up though was the superb display of the “2<sup>nd</sup> half of the year” cars from Event Sponsor “Scalextric”, and it also caught the eye and camera of Will, the professional camera man⇒⇒







who was also filming many things at the event for a forthcoming “James May” series on slotcars and Airfix etc. and he even asked me to be in it, but I politely declined as you see enough of me as it is, don’t you without being on the telly as well!



I was also feeling a bit off to be honest on the Saturday especially having banged my head on a door (honest) on the Thursday so I ended up sitting pretty close to our table with all of my



resin stuff for most of the day, but as it was also the busiest that the Saturday has ever been possibly also, then I really had little chance to escape either as it seemed that anybody who wasn’t watching the Royal Wedding had decided to come to the Festival, whereas the Sunday was more like what we were expecting and was therefore much more “manageable” than the “rather manic” Saturday was (as Roger described it to me as we were packing away on the Sunday) and so I did manage to get around a bit and see what else was going on, so you probably need to view this review as containing “some of the highlights of the weekend” rather than a “blow by blow account” of everything that was there overall to be honest.

### **The Racing Side**

The highlight of the event for many, if not all of the racing fraternity was probably the “Policar” event that had been organised and administered by Andi Rowland together with loads of help and input from Maurizio Ferrari who is the owner of the Slot.it and Policar brands

themselves and Graham Lane who's track it was that was used for the event.

For those who are not familiar with the story here, 1970's F1 cars are Andi's passion 100%, and you could probably make that 1,000% to be honest as it really is that strong a passion!

I will repeat here what Andi has said on the Slotforum thread as it sums it up better than I ever could:

*Thank you so much to everyone for taking part and helping out with this event. I had so much fun! I hope everyone else did too.*

*When I got into 'slotting' I wanted more 1970's F1 cars on the scene. I started scratchbuilding them and then hatched the Policar gearbox design. Now, some 7 years later there are a lot of 1970's F1 cars around and I'm so, so happy to see them all, from every manufacturer. This race was a sort of culmination of that. To watch you all racing cars that I designed gave me a huge thrill - so THANK YOU to all who took part.*

Just take a look at the start line diorama that was also on the track as well, it's like "slot car heaven" for anybody that is into 1970's F1 cars, isn't it?



And if you look very closely as well at the diorama pictures then you may also see some of the future variations of the cars that Andi and Maurizio have got planned, so that was a bit of an unexpected bonus for us all as well on the day.

Now, whilst I only saw a tiny bit of the racing I was actually there for the winners presentation fortunately though, and much to my amazement I discovered that Bearwood's very own "James Noake" had actually won the event! And by which action further reinforces NSCC Editor Jeremy Naylor's description for him of "he wins everything!"

But as we generally only race "standard" cars at Bearwood rather than "modified" then in real terms James really was in his element here whereas some of the others may not have been, but at the end of the day you still need to have the skill/ability and the nerve to be able to do well, let alone win an event like this, especially as it's in front of a load of spectators at such a prestigious event, so in real terms everyone who took part needs to be congratulated for that, whether they won or not to me.



The Winners were: 1<sup>st</sup> James Noake with a Race Distance of 113.97 laps. 2<sup>nd</sup> John Underwood with a race distance of 113.96 laps and 3<sup>rd</sup> was Matt Tucker with a race distance of 109.70 laps. Wow, that was close then James!

### Let's Go Racing

OK, whilst the Policar event was a "limited entry" event for the country's "Top Slot Car" →



Racers” in real terms, then the “Let’s Go Racing” competition was a brilliant replacement for the prior years’ “Slot Rally” competitions that were open to everyone who attended the event basically, and whether they were a “novice” or a “professional” slot racer or “somewhere in-between like me!”

So, rather than it just being “rally stages” this event now encompassed various types of track and surface so that those who entered really did get to experience lots of different types of racing and as it was all “free of charge” to enter, then why not have a go then?

Here are some of the tracks that were used then, like this one from Slot Track Scenics, and which is actually their brand new “Barcelona” track that they have only just recently finished, and as well as all of the usual scenic details, this one also includes some elevation changes to further replicate the actual F1 track itself.



Another one that was used was this Brands Hatch replica as built by Digital Guru Greg



Kilkenny and was marshalled for most, if not all of the time by many of our Bearwood Scalextric Club Members, so “thank you chaps” for that. And given that they were racing Trucks, then I bet that they were kept VERY busy indeed.



### Hub’s Rally Track

This one has got to have a section on its own for it, as it really is that good! Remember it last year?





Due to illness, Hub was only able to partially complete it, but he still brought it along, and it looked a bit like this if you remember.



But now fast forward to this year, and it's finished!

I've never seen so many trees on a layout before for certain and they're all handmade apparently!

I don't think you can use enough adjectives to fully get across just how brilliant this track is, so I'll let the pictures tell it instead, OK? ➡➡







**The Winners Podium For The Juniors**



**The Winners Podium For The Adults**

It also won the “Best Track in Show” award as well, so need I say any more then?

### **The Retail Side**

As you can probably imagine, the real purpose of the swapmeet area is not to be full of trestle tables, and so before we can even begin to set up this part of the event, a lot of work has to be undertaken to remove all of the usual furniture (and people!) and then it’s a case of



following the plan and placing the trestle tables as required so that the various traders and enthusiasts can set out their wares for people to buy, once they have all unpacked and set up that is, as you can see here as the event starts to unfold as the traders start to arrive and unpack etc.



I was perching on the end of the table with Paul and Carin Blows as per usual, so I must say “many thanks for that” to them, and it really was



great fun during the day with all of the banter with the other traders like Phil Smith and George Turner to name but a couple.



But the trouble is I really haven't got room to mention everybody, (sorry), but it really is a great atmosphere I can tell you, especially when Mr Turner produced this rather funny little noise generating machine.

And you can just imagine him pressing it mid-conversion can't you!



## The Manufacturers Side

As well as all of the well known "High Street" (well, if we still had any that is) names like Scalextric, Carrera, NSR and Slot.it etc. there are also a lot of "cottage industry" type manufacturers as well who are either specialists in their particular field of work like Steve Hills of TruSpeed Controllers is with electronics for example or those that can embrace the most up to date technology and apply it to our needs like Angelo Amato of "Amato Chassis Design" and "Olifer" with their 3D printed chassis' and Wayne Allen with his WASP branding of very useful items for us slot racers also.

I also got the chance to have a bit of a chat with "Professor Motor", real name Brad and, well I sort of got sucked into it to be honest as he was displaying a few body kits of the old Revell / Monogram USA cars (i.e. the '63 and '65 Galaxie and '67 Fairlane to be more accurate) which I just had to enquire if they were for sale, and they were, so I bought some!

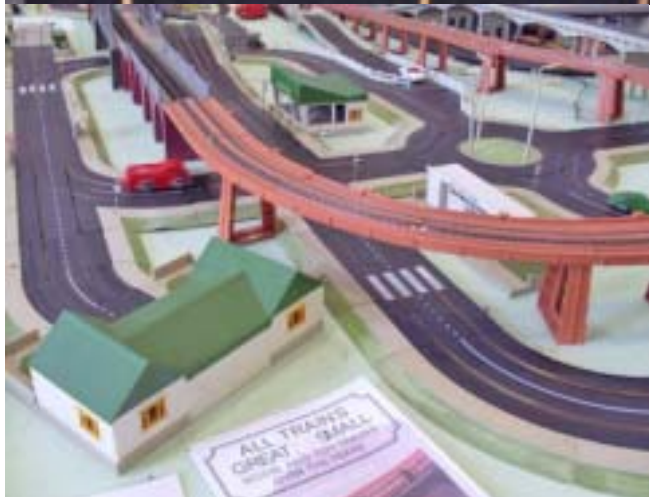
This was their 2<sup>nd</sup> time at the Festival and he was also starting to get into the "English" thing as Carin Blows had told him about "Pork Pie" in the bar the night before, so by pure fluke I had actually brought some with me on the Sunday and so I gave him some of them together with some Sausage Rolls and some Cookies, so next year we'll probably have to supply him with Fish and Chips in order to keep up the theme, eh Carin?

## And Then There's Everything Else

Whilst most people are probably doing the "expected" 1/32 stuff, there are also a lot of people who still follow (and love) some of the minority stuff that also comes under the "slot" →→







car” banner like Minic Motorways/ Wrenn/ 124 Scalextric and Matchbox Powertrack to name but a few

And there is also a thriving 1/43 scene as well as sales of this scale are really gaining momentum given that as it’s just that little bit smaller then you can fit just that little bit more track into your lounge etc.

There is also the “Publications” side of the hobby as well, and as you would expect, the National Scalextric Collectors Club (which has come to be known more simply as “The NSCC”



in more recent times) also had a presence at the event and believe it or not, but this club has been going for some 38 years now which is an amazing achievement given that it is solely run by volunteers, and for around £3 per month then you too could join and start to benefit from all that is available to its members.

But they are not alone in producing a regular magazine as so do my very good friends



Ric Woods and Marc Abbott of “Slot Car Magazine”, and they were also there, and that usually gives us our once-a-year chance to all catch up “face to face” rather than purely just by email except that it was that busy this time that we hardly had any chance to do that at all to be honest!



But at least we had managed to achieve our goal for Gaydon, which was to feature a scratchbuild of one of Marc’s favourite F1 cars of all time in the magazine, with the car being the Alfa 182, and with me unfortunately drawing the short straw of having to come up with the scratchbuilt master from which to take the mould off, and then being re-educated by Mr Abbott and ~~Mr Costello~~, sorry Mr Woods as to how much less time there was actually to do it re the copy date for the printers that I needed to work to, so it’s actually a minor miracle as to how we actually managed to do it all in the end, but we did, and this is what we created in the



end, with the decals coming from Patto’s Place in Australia should you want to try doing one yourself as I do still have some of the kits for sale if you wanted one. It started out as a Scalextric Saudi Leyland Williams by the way, just in case you wondered.

### **Some Famous Faces And Some Of Who Had Travelled From Afar**



Joint Festival Organisers Julie and Mark Scale together with Roger Barker.

And then we have REAL Rock Star “Vic King” who is still part of a band that ⇒⇒







originally played with Kate Bush before she was famous and if you don't believe me then check out their website "[thektbushband.com](http://thektbushband.com)" and you'll be able to read all about them. Gary



Cannell (or Mr. MRE) pretending to be Mr Professor Motor for a few minutes and Brad the real Mr. Professor Motor. There was Thunderslot's Giovanni Montiglio together with Gaugemaster's Brand Manager Terry Smith. Of course Guy and David Jessett of Slot Track Scenics were present who very kindly sponsor the "Best Track in Show" Competition each year and were running their track of course.

Maurizio Ferrari of Slot.it and Policar fame  
Oooopppsss, nearly forgot my friend and



Angelo Amato of Amato Chassis Design who has helped me immensely with making the chassis for some of my resin creations!

Of course there were many more, more than we have space for this month, but thanks to all that attended, traders and visitors alike which made it a great weekend event, here's to the next one, being the Festive Slot Event on the 2nd December this year. ■



# 2018 WOLVERHAMPTON SCC /MRE CLASSIC SPORTS CAR EVENT

By Graham Pritchard

Taking place a fortnight before the UK Slot Car Festival, this event was once again very kindly sponsored by Gary Cannell of MRE and was split into two classes of car that needed to be built to the Classic Slot Car Racing Association rules/specifications as follows:

Class 1. Sports/Racing models 1949-1962  
CSCRA SP3.

Class 2. Sports/Racing models 1963-1967  
CSCRA SP4.



As usual I had an extra hour or two in bed, rather than getting there at the crack of dawn like some of them do, but it was a very pleasant way to spend a few hours chatting to old friends and watching some fantastic cars going around the Wolverhampton circuit.

In fact I enjoyed it so much that I might even



be tempted to join in next year as then somebody else won't have to worry about coming last, as it will be me, you just watch this space!

MRE Classic 2018 - 1/32nd scale Sports/Racing models Hosted by Wolves SCC - 5th/6th May 2018											
SP3 1949 -1962 Cars Results				SP4 1963 - 1967 Cars Results							
4x4-minute heats & finals				4x3-minute heats & finals							
Final	Driver	Heats	Pos.	Final	Driver	Heats	Pos.				
1	Ian James	108.97	2	1	John Roberts	88.46	2				
2	Mick Kerr	109.08	1	2	John Underwood	89.19	1				
3	Peter Crane	108.87	3	3	Ian James	87.66	4				
4	Dick Smith	103.41	5	4	Mick Kerr	88.26	3				
5	Alan Bevan	104.00	4	5	Peter Crane	86.54	5				
6	Mick Langridge	102.76	6	6	Bill Charters	82.91	8				
7	Rob Kerr	101.40	7	7	Mick Langridge	84.76	6				
8	John Underwood	100.54	8	8	Dick Smith	83.89	7				
9	John Roberts	94.00	10	9	Rob Kerr	81.96	10				
10	Rob Walader	85.40	13	10	Alan Bevan	82.72	9				
11	Bill Charters	94.86	9	11	Mark Webster	74.90	11				
12	Mark Webster	93.25	11	12	Malcolm Scotto	71.98	13				
13	Gary Canell	90.35	12	13	Gary Canell	72.57	12				
14	Malcolm Scotto	76.39	14	14	Rob Walader	41.00	14				
Concours d'Elegance Winner - Lotus 30 by Alan Bevan											
MRE 'Sportsmanship' Award - Alan Bevan											



**Alan Bevan – Concours Winner And Sportsmanship Award Winner**

This is how it all ended up anyway, with some very close racing at times for sure.

Hope you enjoy the pictures that were taken by my good friend and Wolverhampton member Chris Aston and myself. ■



**Sp3 Class – 1949 – 1962 Era Winners**



**Sp4 Winners – 1963 – 1967 Era Winners**



**E** is for Einco, Eldi Service, Eldon and Electric Game Company.

Einco appear to be one of the generic cheap and cheerful brands of battery operated slotcar sets that appeared from Hong Kong to satisfy the lower end of the toy market. If you search for Einco on eBay you are also likely to find a selection of cuddly toys from the early 20<sup>th</sup> Century, and some other static plastic toys including buses.



Eldi Service are listed in Richard F. Dempewolf's Table Top Car Racing as a supplier of motors, steering wheels and tyres based in Witford, England, although I think it's a typo and Richard probably meant Watford!

Eldon were based in California. Before Scalextric even thought of putting a rebel flag on the roof of a Ford Capri, Eldon were already making models of American muscle cars.

Eldon are dismissed by some collectors for making indistinguishable blobs, and it is difficult



to discern whether early Eldon cars are Corvettes or Testa Rossas, but the later models were more detailed.

The real reason, I think, that Eldon are given short shrift by some, is that most were to 1/32 Scale and so were less popular amongst enthusiasts, in the USA at any rate, than their larger 1/24 and smaller HO competitors. They still sold in their thousands though, judging by the sets sold by the US mail order catalogues of the time and the good availability of surviving cars on eBay.



You may notice an abundance of Eldon bodyshells on eBay compared to complete cars. This is because many sets came with extra bodies included to fit on to the universal chassis, which has an adjustable wheelbase.

The motors were advanced, in that they were can motors instead of open frame style. They are perky performers, but it must be remembered that Eldon cars were only designed



to run on six volts, so using a 12 volt transformer does risk explosive motor damage if run for too long at high speed.



As well as being sold through catalogues, Eldon made special Dodge promotional sets, sold through Dodge Car Dealerships. These 3 in 1 sets had not only a snorting Dodge Charger and almost similar Dodge Coronet, but also a Dodge pick-up truck.

Eldon also made models of the Lotus 19-



Climax, including Dan Gurney's red car. Other Eldon models included Porsche sports cars, and later Le Mans cars.



The yellow Eldon Chaparral and blue Ford GT may look familiar, as they obviously had a lot in common with the Scalextric Javelin and Electra. Eldon also made Indy Cars, of course.

Now, if only I could find a 1/24 chassis to match my 1/24 red Indy Car bodyshell. ➡➡







Electric Game Company were based in Massachusetts and made 3 Volt battery operated vehicles.

Let's see how the above makes are faring on eBay these days:

### **Einco eBay Top Ten**

1. Einco Race of Champions Lotus Europa & Lancia Stratos Set £2.99 (173169766527).

Only the one Einco item sold on eBay recently within the Scalextric and Slot Car category. Good job I bought it then!



I couldn't resist the uniqueness of owning a Lotus Europa slot car, while the Lancia Stratos isn't bad either, despite their diminutive scale of 1/43 approx.

No Eldi items have sold on eBay recently.

### **Eldon eBay Top Ten**

1. Eldon Billy Blastoff Fire Fighter Set £298.36 (232678823385).

2. Eldon Lime Green Dodge Charger £228.24 (312131444855).

3. Eldon 1/24 Track Collection with two Beetle and one damaged Beach Buggy bodyshells £211.34 (202251797195).

4. Eldon 1/24 Top Eliminator Dragstrip with one Dragster £167.83 (173208471652).

5. Eldon Snowmobile Set Undisclosed "Best Offer" above £145.45 (122996198990).

6. Eldon Dodge 3 in 1 Road Race Set Undisclosed "Best offer" above £145.45 (312079420899).

7. Eldon Billy Blastoff Snowmobile Set £145.45 (232606873340).

8. Mixed 1/24, 1/32 and HO Scale 20 Car Collection including Eldon, Aurora, Tyco, Strombecker and Monogram items £132.40 (173293125469).

9. Eldon Walking Billy Blastoff plus Moonwalker Vehicle £130.53

10. Eldon Collection of approx 13 cars £126.68 (183221412008).

This is interesting so let's carry on:

11. Eldon 1/24 Top Eliminator Dragster. £118.97 (222916343972).

12. Eldon and Strombecker collection of 24 cars/bodyshells £115.20 (152938588026).

13. Eldon HO Astro & Cirrus thingies £111.77 (323096650473).

14. Eldon Billy Blastoff Astronaut, Rocket & TV £111.77 (332599854350).

15. Eldon Dare Devil Jump Set with early Dodge Charger and Ford Mustang £109.91 (292507838426).

16. Eldon 1/25 Pink Panther Car £109.66 (142763091068).

17. Eldon Yellow Dodge Charger £109.49 (222839023751).

18. Eldon Plymouth, Pontiac, Chevy and Ford bodies & two chassis £101.71 (332590703483).

19. Eldon Jalopy Banger Racers £101.21 (162925434604).

20. Eldon Six Le Mans, Road and Indy Cars £100.58 (162968420137).

Apologies for including Billy Blastoff battery operated spacemen and their vehicles in this Eldon Top Twenty, but I imagine Eldon sold a lot more of those in the UK during the space-race era than slotcars. I remember seeing Billy Blastoff models in my local toyshop window at the time, but there were no Eldon slotcar sets in evidence, only Scalextric.

### **Monthly Worldwide eBay Top Ten**

1. Scalextric Tinplate Austin Healey Export

- (Aristo) version £1,120.00 (332634676483).
2. Marusan HO Volvo 1800 £1,095.13 (112964609363).
  3. Scalextric Digital Jadlam SL100 Set with four cars £999.95 (391047311251).
  4. Scalextric Gold Chrome Vintage Bentley C64 (incomplete) £900.00 (282949348396).
  5. Aurora HO Thunderjet 500 Red Maserati £669.90 (152988848614).
  6. Scalextric Digital Jadlam SL29 Set with four cars £659.95 (331470820799).
  7. Racer eight Ferrari, Porsche and Chaparral cars £614.12 (183194418165).
  8. Mexican Scalextric Exinmex Seat Coupe 850 Orange £598.88 (202298528511).
  9. MPC 1/24 Dyno Can Dodge Charger Kit £727.46 (302738434535).
  10. Monogram 1/24 Lotus 38 Indy £581.22 (273194142380).

A surprise to see a Scalextric Tinplate Austin Healey in first place in this month's top ten. It certainly looks in good condition, and apparently has a green steering wheel which is thought by the seller to appear on export versions only. There was an Austin Healey for sale at the UK Slot Car Festival at Gaydon this month too, for £500.

Both have their windscreens and are unfortunately in better condition than my example, although I was pleased to obtain a resin driver figure at Gaydon for my car for just £2.50.

Finally, Gareth Crompton pointed out to me



at Gaydon that the six wheel coach I featured in last month's Journal was actually a Bedford Vega, not a Vauxhall Vega.

As you can see, Gareth has made a superb effort at painting and motorising his Bedford Vega coach. His object was to make a larger version of his smaller scale Dinky version that he has owned from new.



The Coach came in useful entertaining visitors to the slotcar display stand we helped manage with some of the younger members of the Bearwood Scalextric Club, at the Birmingham Model Railway Club's open day this month too. ■

