



**No. 440 NOVEMBER 2018**

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**Diana Francis - Honorary Life Time President**

## Johnny "Three Dogs"

This month I think I really need to take myself outside and have word! Not withstanding the fact that at the moment I seem to be constantly "busy" at work and also at home, I have heaped further pressure on myself and succumbed to Lianna's somewhat persistent "nagging" and got another Husky puppy. However it did not stop there, as when we collected "Juneau" it appeared that the sale of one of the last remaining puppies had fallen through, so yes you guessed it we got another one also, Blaze being her adopted name.

So now our house is bedlam, two eight week old pooches running around, fighting each other (like only a brother and sister can do, just ask my twins) and trying to chew everything and anything in sight!

Of course they are both very cute as the kids keep telling me, but not so cute at 5.30 in the morning when I get up and have to clear up the overnight doggy doings!

The eldest dog appears to be unimpressed with the new additions, in fact if looks could kill they could be on a very short life span in the Naylor household! But so far she has only "gently" reminded them who is number one dog!

Moving on, I have now added the final touches to the Ramsgate weekend, with the only thing to finalise being the auction and the items for it. All of you who have applied have been emailed and as I only had a couple replies, I can only assume all the details issued were correct, so if your T-shirt is too big or worse too small, or you are now a vegetarian or meat eater on the day, all I can say is you had our chance to tell me otherwise!

The weekend car is also now sorted out and very attractive it is too, of course, as is traditional for the weekend, no details of what it is will be provided prior to the event despite some via Facebook issuing tantalising snippets of information or otherwise. So like many of you I am looking forward to the weekend as to me it also is the start of my Christmas countdown, so see some of you there!

Until next month.

Jeremy



# MESSAGES FROM MARGATE



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

By Pete Simpson

With the majority of the 2018 range now covered, this month's instalment is rather on the light side with only three catalogue models to illustrate, although augmented by several limited edition releases. At the time of writing I've now seen most of this year's releases: not quite all have yet made it to the retailers but this year certainly represents an improvement over previous attempts to make the whole range available before the year end. Of course, it'll be January before we'll know which models didn't quite make it but I'm confident that the quantity will be very small. The new catalogue will be with us in a couple of months, doubtless with a few new mouldings, new liveries of old favourites and several pleasant surprises. Actually, when I visited Scalextric in August I was treated to two new models that are not featured in this year's catalogue but I was sworn to secrecy until they had been officially announced. I'm sure they are just a small part of the interesting offering due for 2019.

The last of this year's cars will be the much awaited Ford GTE solo releases, the third of the

McLaren F1s and a Daytona Prototype, all of which really are expected before the year end. But first, a little teaser from Scalextric.

Those who know me are aware that I never share any of my information from Hornby until it has been sanctioned for release: anything else is either in the public domain or pure speculation. Having said that, this is sort of between the two! In celebration of 60 years of the British Touring Car Championship, BTCC, Scalextric have released a range of famous BTCC cars. Those announced are all familiar, being existing models. However, the web page banner also includes an image of a car from the first 1958 round the Austin A105 in which Jack Sears won the first year's championship. Now, if this is a clue to a future release, it could be the start of a whole new decade of saloon racers, not all of which have previously been available: Austin A35 and A40, MG Magnette, Ford Zephyr, Jaguar marks 1 and 2, and many others. How daring will the team at Sandwich be with new mouldings?

The cars which have been released to celebrate the 60<sup>th</sup> anniversary are all existing models but are presented in revised, limited



edition packaging and with a revised part number: "SE" is added to the number of the original release.



C3739SE, BMW E30 M3, Roland Ratzenberger.



C3734SE, Honda Civic Type R, Matt Neal.



C3781SE, Sierra RS500, Rob Gravett.



C3737SE, VW Passat, Jason Plato.



C3782SE, BMW E30 M3, Steve Soper.



C3738SE Sierra RS500, Steve Soper.

Although they may not appeal to everyone, they are ideal for anyone that missed the original releases or wishes to collect special editions: each will be limited to just 250 pieces.

With regard to the Autograph car alluded to in September, it is not to be. Instead it will be the





prize in a Scalextric competition. Rather than just add the John Fitzpatrick Escort to the existing range of Autograph releases, it will become a unique model. Anyone that found the link would have gone to the Scalextric Blog section, answered a very easy question, and been entered into a draw to win both the Escort and a Falcon XC signed by the successful race driver. The competition has now closed but there's plenty of information on the site relating to Simon's meeting.



### Ford Daytona Prototype

The liveries of these cars have certainly been varied with this one being amongst the more



restrained, although equally accurate and well executed. C3948 represents the Chip Ganassi Racing entry as driven to victory by the multi-national team of Marino Franchitti, Scott Pruett and Memo Rojas at the Sebring 12 hours in 2014. The detailing on these models is superb with the rear downforce venturi being particularly well replicated.



### Gulf McLaren

The third version of the F1, C3969, may be the last of its type for 2018 but it's hardly likely to be the final Scalextric release of these highly successful cars: without having any inside information I can be reasonably confident that we'll be treated to further examples next year. ➡➡



This one, being in Gulf livery, comes in a special edition case reflecting the team colours. Mark Blundell, Ray Bellm, Maurizio Sandro Sala drove this car to 4<sup>th</sup> place at the 1995 running of the Le Mans 24hrs. Of this year's first three F1s, this is likely to be the most popular: the Gulf livery will guarantee sales despite it not being a winner.



As is the current trend for Gulf team cars, it will be released in a colour coded box making is a desirable addition to any themed collection.

### **Ford GTE**

These seem to have been on their way for a long time but now that I've seen the final decorated examples they are really were worth the wait: the mouldings, paint and decoration are all superb. I've not been able to try one on a







Scalextric circuit yet but they appear to be robust enough to survive reasonable bumps and have a nice wide track so should handle well. The two shown here are race number 68, released as C3857 and number 69, the other solo release, C3858. Both should be with us very soon, if not already available by the time this edition arrives. For the third car from Le Mans 2017, number 67, the Twin Pack, C3893A, Legends Le Mans 1967, 50 Years of Ford, will need to be purchased.

being for different years or races as Ford have, controversially, still not sold too many examples of the car for use by other teams. Although the car is listed on the Ford website, and fun can be had with the configurator, it doesn't seem to be available to actually purchase: it does warn that not all configurations are orderable so maybe I just settled on an unavailable combination of options. I still think a set of wheels would be quite nice.



Drivers Joey Hand, Tony Kanaan and Dirk Muller brought the number 68 Ford home 6th in class, best of the Fords, whilst the number 69 car of Australians Ryan Briscoe, Scott Dixon and Brit Richard Westbrook finished 7th in class.

Alternative liveries for this car remain limited to the same team with the only variations



Just as it was looking as though Scalextric may have to request a licence to produce fantasy liveries or plain road cars in order to maximise the return on their tooling investment a new announcement was made. It has been reported, on the ACO website, that Ford will be producing special Heritage versions of the Ford GT resplendent in the Gulf colours of the GT40 that won in 1968 and again in 1969: the first will appear in 2019, the second a year later. Surely, this has to be a candidate for a 2019 release but with the caveat stated earlier in the report.

Once again, many thanks to Sarah and Simon for their support of "Messages" for this past year and of course our forthcoming NSCC weekend in Ramsgate to which they always support and I hope will once again kindly donate items for the charity auction. ■





There are four new releases from Carrera for November. The 1/32 scale models were available to order, for around £38.00, from your favourite supplier, at the time of writing.



CA27584 Ford GT Race car, number 67. The Ford GT Race Car is back with a classy new look. It debuted in 2016 at the Daytona International Speedway after Ford joined forces with Chip Ganassi Racing to make a concerted racetrack return and add to the many successes of the past. This car has a black 'stealth' look, other versions of the Ford GT are available from Carrera.

CA27573 Mercedes AMG C63 as driven by Paul Di Resta. The car is finished in white and has race number 3. Paul di Resta is a Scot who drove in Formula One from 2011 to 2013, became a reserve driver for the Williams F1 team in 2016 driving a single race for them as a substitute driver in 2017. As a former DTM and Formula 3 Euroseries champion, di Resta did not secure a Formula One drive for 2014, and rejoined Mercedes to race again in the DTM.



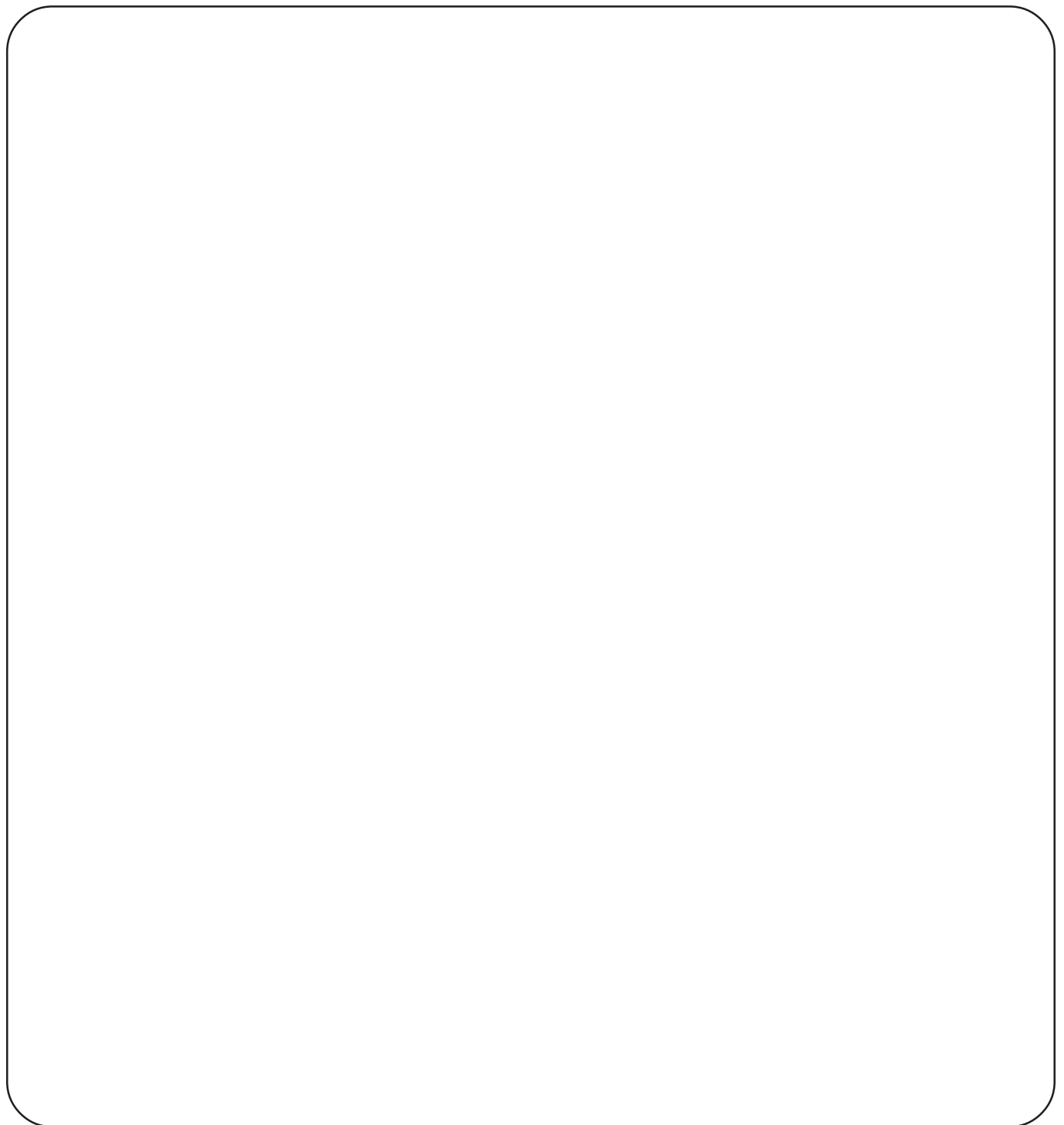
CA27586 Audi RS 5DTM as driven by the Swede Mattias Ekstrom. Now retired from DTM, he has been competing in the Deutsche Tourenwagen Masters for Audi since 2001. He is a FIA World Rallycross Champion, a two-time DTM champion and a three-time winner of the Race of Champions. The car with its 4-litre, V8 engine is finished in Red Bull colours and has race number 5.

CA27572 Audi RS 5DTM as driven by the German Mike Rockenfeller for Audi Sport Team Phoenix in the sponsor's eye-catching yellow and green livery. The Audi with its V8 engine carries race number 99.



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. Well, things have been quite busy out in Slot.it land so I have a few cars to get you up to date on but still no sign of the Policar GT86 which last I heard was supposed to be available in September, but here we are at the end of October and no sign yet. However, I did get an email from Slot.it in the last few days to advise me/us that the code for the first Policar starter set would be T002z made up of 6.5m of track that would form a large figure of 8 circuit. It will be supplied with a suitable power supply, controllers, track boarders and bridge parts and should be available towards the end of this year or early next year 2019. I'm guessing that they would really like this set to be out for Christmas but we will have to wait and see if that happens? Note that this set does not come supplied with any cars and there was no mention of the GT86 availability in the email.



On with the cars then and I have been eagerly, no feverishly, no...well look I just couldn't wait for the latest Le Mans Winner series car to be released because, as you should



all definitely know by now, I really do like my '70s and '80s Le Mans Porkers! Without going into detail, I think I have all the Slot.it 956/962 variants produced (shame no 917s) as well as the 911 GTIs but my most prized one would be set SICW01 which is the Porsche 956 Rothmans three car set Le Mans winners 1982 from several years ago. Now the main "problem", if I can call it that, is that when this set was released, the Rothmans decals were not fitted on the cars but supplied as a decal sheet for the end user to whack on. Now I could rant on about being PC correct and what a load of rubbish it was (and still is in my opinion) for many reasons but I will park that one and get back to that problem I just mentioned. So there I was staring at these lovely models and wondering how best to screw up putting said decals on! I do remember that there were a few horror stories of the decals being hard to fit or some such thing so I checked the net and asked around before I fitted mine. Even then, I was still a bit nervous (hacked off!) about doing the work but in the end I got round to it and everything worked out fine, as you can see from the accompanying snap. As a bonus, they



have even stayed attached! The set is just fabulous as far as I am concerned and a must have and now back into a dark corner never to race, which is a shame I guess.



So, back to the latest offering in Slot.it's Le Mans Winners Collection series being SICW20 Porsche 962C #17 as raced at Le Mans in 1987. Obviously it came 1<sup>st</sup> with the drivers that day being Hans-Joachim Stuck (German, 2<sup>nd</sup> Le Mans win and featured driver), Derek Bell (British and 5<sup>th</sup> Le Mans win) and Al Holbert (America and 3<sup>rd</sup> Le Mans win). No shortage of talent in the cockpit then! Thankfully, Slot.it and (most) of the other manufacturers are now producing the cars with the full (cigarette) livery so no need for me or anybody else to worry about doing what should be done in the first place. Now the history of the 956/962 is well known so I won't go down that route but if you are not sure then the www is your friend and you can look at the full history at your leisure.



Having said that, then the inside of the sturdy and very attractive presentation box that all the Winners Series cars come in, does have a short potted history of the 1987 race which is a nice little inclusion as well as a picture of the car from the same race.



What else can or do I need to say about this model that I have not perhaps covered before? Not much really so you really do need to go buy one yourself and admire the glorious Rothmans Porsche livery in all its glory. It is simple, effective and very memorable so I expect these models to





disappear off the shelves very quickly indeed! Mine is superbly finished with crisp red, blue and gold lines, detailed Porsche and Rothmans logos along with the appropriate drivers names, nationality and Le Mans race designation on the top of the cockpit. Peer inside and there is Hans in all his glory zipping down the Mulsanne straight, what more could you want or do I need to say? Buy one (whilst you can) and enjoy.



Now I would have to say that I do not hold the next model in such high esteem but what a little cracker it is. This would be SICA39b Lola B12/80 as raced at Le Mans in 2012 in the ever popular Gulf livery of the Middle East Gulf Racing team. Drivers for that race were Marc Rostan (French), Keiko Ihara (a former race queen and model who used to appear in a swimsuit or other fashionable apparel at race circuits before deciding to become a racing driver, fancy that!) and Jean-Denis Deletraz (Swiss and featured driver) so not quite the stellar driver line-up of the '87 Porker winner above! I must admit that the only one I had heard of was Deletraz so finding a female driver was quite topical especially with the recent October announcement of an all-female race series to be



called the “W Series” that could well be the pathway for future women drivers into F1. So in a few more short years we may have slotcar manufacturers giving us their own W Series of driver/car combinations, who knows?



Once again, back to the car, and mine is yet again superbly decorated with all the correct sponsor logos and so on beautifully and faithfully reproduced on this model. It is certainly a case of less is more as the livery is relatively simple and is not overly complicated with every last inch of space crammed with sponsorship of some sort or another. I particularly like the large cut outs over each wheel which I suspect is a mini engineering feat to reproduce as Slot.it have to make sure that the moulding/ thickness of plastic and so on is sufficient so as not to break at the first little off on the slot black top! Just to finish off then the cockpit detail is all there as well, just as I like it. Mind you, I could moan (again!) that there are still no working lights on any of the Le Mans cars which is still a big oversight for me. OK, maybe not such a desirable car as the Porsche but if you like your Lola's then a treat for you and me with this one and it fits in nicely with all the other Lola's that Slot.it have produced so far being: SICA39a, SICA31a/b, SICA22a/b/c/d/e and not to forget the NSCC version SC22a which you should all have?

And so to the last model I will cover this month which is another totally new car/ moulding in the form of SICA41a Toyota 86c from Le Mans 1986 in what can only be described as the glorious Leyton House all over colour. So how would you actually describe the colour then? A search on the web reveals several colour options of “Mazda Cerulean”, “coral blue” or even “Miami Blue” amongst others but



all I know is I remember several various race teams including F1 back in the '90s having Leyton House sponsorship and I just liked the colour, whatever it is called! This latest car from Slot.it is no exception and so that is why I have added it to my collection. Mind you it does look a little darker in shade than I remember but being as so many race teams have used it then if you look on the web again at various pictures then you can argue/discuss that there are many different shades to choose from! Ah well moving on. Checking any snaps I can find on-line and all looks to be correct from what I can tell. Yet again it is a very simple one colour car that is not over burdened with a mass of sponsorship and looks all the better for it. As with the previous two cars mentioned, my model is flawless as far as the fit and finish goes with only the wing mirrors looking slightly over large compared to

pictures from the day, but that could just be down to my old eyes. Either way it is a beautifully executed model.

This is not the first Le Mans Toyota that Slot.it have produced as we already have the SICA19a/b/c/d/e Toyota 88C series of cars that are from the real race years of 1988 and 1989. As it happens, Toyota have several Le Mans race cars that all look very similar starting with the 85c from 1985, 86c (this version) from 1986, 87c from 1987, 88c (already covered) from 1988 and 1989 and 90C-V from 1990 and 1994 so you can see that Slot.it have quite a few variations and many liveries still open to them! Obviously these are not the only Toyota Le Mans options available as they could also look at the TS010 from 1992 and 1993, TS020 GT One from 1998 and 1999, TS030 Hybrid 2012 and 2013, TS040 Hybrid 2014 and 2015 and finally the TS050 Hybrid 2016 and 2017 but I have no idea if they have any plans for these? Me, I like the TS020 GT One so that would get my vote.

Yet again, let's get back on track with the featured model and the drivers are Geoff Lees (British, ex F1 pilot and featured driver), Masanori Sekiya (Japanese and the first Japanese driver to win at Le Mans in 1995) and Satoru Nakajima (Japanese and raced in F1) who I have actually heard of and who are all







successful drivers in various classes so a good little team. However, that year racing for Toms Co Ltd. (which stands for Tachi Oiwa Motor Sports) was not quite so good as they were classified 36 DNF which is an unhappy coincidence with the race number! Ah well, never mind as the model does not need to be handicapped with that and will provide us all with many happy track hours on our home or club track.

For me the actually car is a bit in the jelly mould style so does not have quite as much character as perhaps a porker or two, or Merc or Jaguar from the same era but is very similar in profile to the Rondeau of that year. As always, these things are subjective and we will all have different views. Bottom line for me is that it is another beautifully produced model by Slot.it that has gone straight into my collection and maybe into yours?

Anything else for this month? Well yes, Slot.it have released SICA41Z which is a white kit of the Toyota 86c above and SICA45z which is also a white kit of the Alfa 155 1996 car that I covered last month. So, for all the people out there who like to create their own liveries or cheaper options for racing then Slot.it have that covered as well.

That's all for now and it sure looks like summer is now definitely over as the darker nights are closing in fast and maybe time to switch on your central heating, I have already for a couple of nights! Maybe even time to think about your Christmas slot wish list as well, opps mentioned the C word already! Thanks to Terry at Gaugemaster for his continued support of the NSCC and to Slot.it/Policar for any additional news. Ciao and arrivederci till month. ■



I hope that you are all taking advantage of the Swapmeet season and have managed to get out and about to some of the events up and around the country.

As we await the imminent arrival of our first grandchild I have been giving some thought lately to the future of our hobby. Its well over fifty years since I received my first Scalextric set and it has been a wonderful fifty years. But I wonder what the future holds over the next five decades. By then of course everyone will all be driving full size electric vehicles.

Some of us of will not be around in fifty years' time but will our children and grandchildren still be as enthusiastic or as passionate about slotcars as we are now. It's hard to say. It has often been said that kids are more interested in computer games and easier to use, more immediate excitement. That may be true, but I believe that one of the reasons for the longevity of interest in Scalextric and slotcars is the relative simplicity of the technology. Basically, a small electric car driving around in a slot.

This simple technology (even with the coming of digital) and its tactile nature combined with its charm and enjoyment has in my view resulted in the longevity of interest in slotcars and also model railways which is a hobby in very rude health. Like slotcars it now transcends the toy market to include adult enthusiasts and collectors with a younger demographic now getting seriously involved.

None of us have a crystal ball so who knows what the future holds. Exposure to children and young people may be the key and clubs like ours no doubt have a big part to play in that.

I would be interested in hearing your views but being an optimist, I believe that the hobby will be around in another 50 years. Let's hope so.

## Television

Talking of model railways and exposure, I wonder how many of you saw the C5 TV show 'The Great Model Railway Challenge'. Not a bad programme but it does tend to gloss over the 'how to bits' which is a bit of a shame. Like all TV shows these days it runs to a formula (no pun intended).

Many of the 'Slot Gurus' on Slotforum have been bemoaning the lack of a slotcar equivalent seemingly unaware of 'Short Circuits' that appeared on Discovery Channel some years ago hosted by Alex Riley and Jon Sword. The format was simple, build a circuit based on a real circuit somewhere in the world and then race on it. It was a programme that I quite liked and it focused very much on the 'how to build' element of the hobby. Shame it is no longer repeated these days.

As to whether the world is ready for another TV show based around slotcars? I will leave that for you to decide.

## Leeds Swapmeet

This years Leeds Swapmeet took place in October and once more it was a great event, well attended by traders and people through the door. The positive feedback at the event and afterwards on Facebook indicated that a lot of ➡➡





people had a really good time and managed to exceed their budgets with their purchases.

It was great to see familiar faces returning and to welcome Rob Camplin to the event this year for the first time. I even managed to persuade my daughter Natalie to help on the door again this year in addition to purchasing and modelling some of the Club's merchandise.

The event car which was a particularly attractive Scalextric Mercury Cougar for this year completely sold out very quickly. An instant classic that certainly has pride of place in my collection.



Making its debut at this year's Leeds Swapmeet was the Club's Scalextric 1/24<sup>th</sup> scale track. The track was made to a high standard but is very brittle and not easy to put together, being very easy to damage. The track will also be appearing at the forthcoming Hornby/NSCC Ramsgate weekend this year so if you are coming along you will have chance to see it and have a go.



There were lots of interesting items for sale at the Swapmeet. Greenhills had a nice collection of their buildings for sale and Dave Coombes from Dylcom Models had some very nice items for sale including a 1960's BBC TV Landrover and BBC TV caravan. Needless to say, money exchanged hands at both tables.

The prize for the member who travelled the furthest to attend the Swapmeet must go to Dave Picken who came all the way from Australia via family in the UK. It was good to see him at the event. I hope he had a safe journey home.

Overall a good day was had by all. So, a big thank you to all my fellow Committee members with a special mention to Natalie and Rob Davidson who also helped out on the day. Thank you also to all the traders, table holders and attendees who made the event extremely enjoyable.



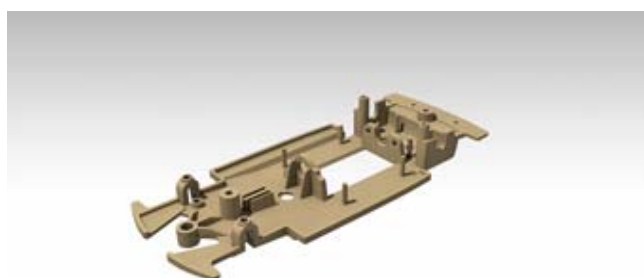
The next Club Swapmeet will be Milton Keynes in February next year. Much to look forward to in the meantime including the Festive Slot Car market in December and the Swindon Swapmeet.

Mrs. Chair and I now look forward to seeing some of you at the Ramsgate weekend. That's all for now until next time. ■



At SRC, we continue to evolve in order to provide our customers with a product that is without shortcomings. Little by little we will make the SRC models with new technical features and characteristics that will then make valuable and worthwhile additions to the range.

In this case, and being the most important model from 2013 until 2017, our Porsche 914/6 GT, which was the first car where we wanted to do something better with its dynamics. Drawing from the successful project of the Peugeot 205 T16 Evo 1 and Evo 2, we have created a revised version of the Porsche chassis, which is more suitable for competition. In the company and in terms of the manufacture of new models, we are moving forward with new technologies and are gaining experience so that people have more fun with our cars and have options to play with set-ups and other parts of the Chrono range that we have on sale. In the case of this beautiful car, although the real car had the nickname of “ugly duckling”, it is worth



making an evolution because of the challenge it poses due to its complicated and restricted body measurements.

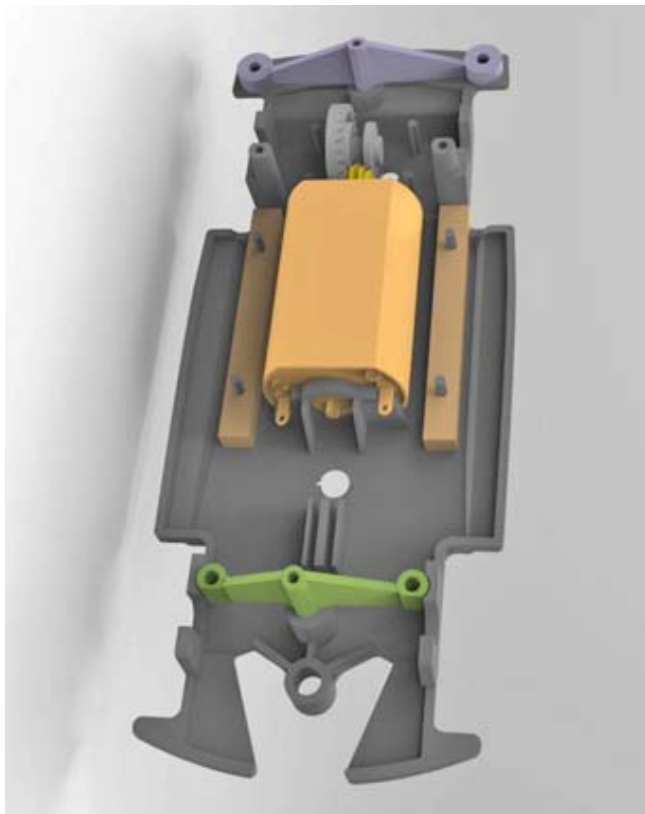
On the mechanical side of the chassis we will have two versions, identified as models T1 and T2. The T1 differs in the position of the guide with respect to the T2, the difference being notable in terms of the centre distance from rear axle to guide centre.

For the fun of using and experimenting with the ballasting system, we have decided to include it as an important point and thus improve stability on the track.

The main ballast weights are fitted at each side of the motor, with the option of 4g or 4.5g being available, with a further 1.5g available for positioning under the rear axle. More weights will be made available in 0.5g increments to allow for further experimentation.







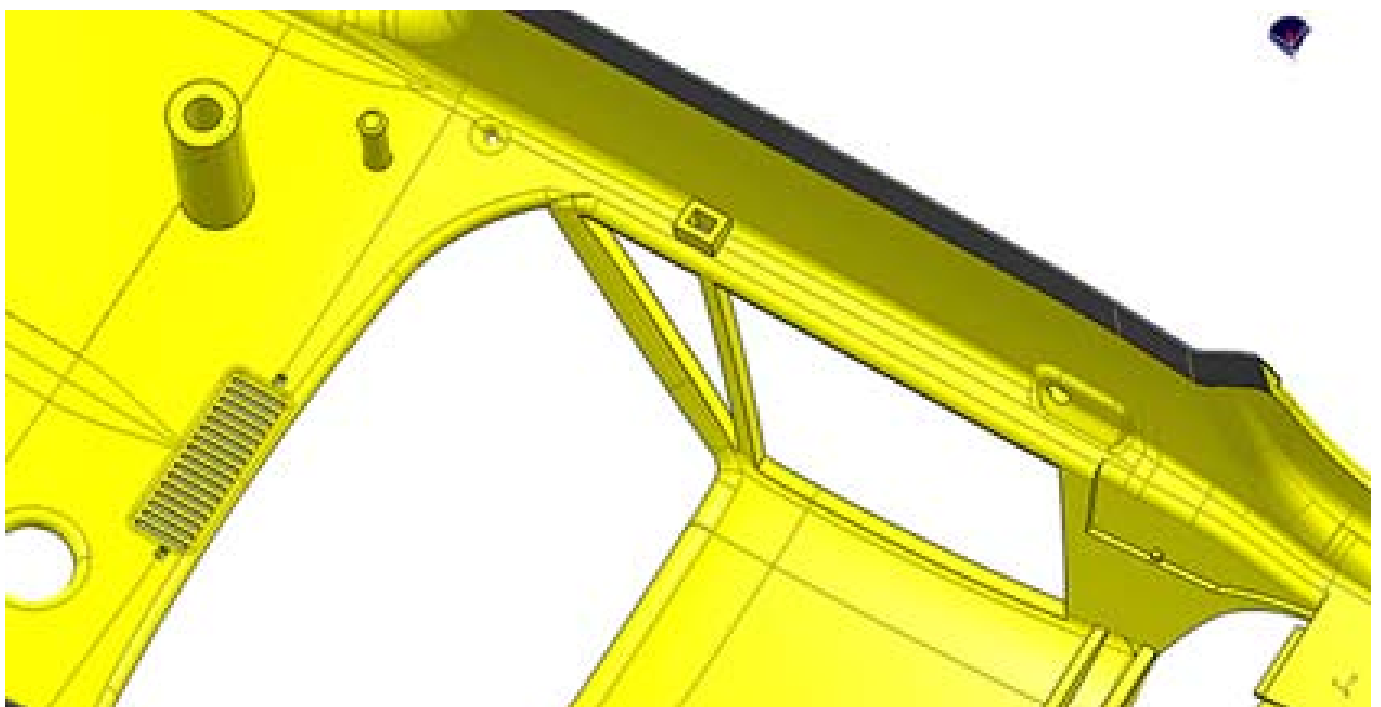
The new designs of Chrono wheels for this model will be at home in competition and will further enhance the looks of the car.



Regarding shock absorbers, you can use the entire Chrono range as well as three new types designed exclusively for this model.

The body has gone through the same process of weight saving that we have been developing at SRC. The cockpit is moulded from thermoformed laminates in order to achieve the best level of detail and appearance, despite being orientated towards the best handling and performance in competition.

From SRC we want to thank all our customers for the trust they place in our work every day; it is thanks to all of them that we are able to continue making the cars we like in the way that we want to. ■



# 2018 Margate Swapmeet Report

By Chris Shiers

After the inaugural event in Sandwich last year the Margate swapmeet actually moved to Margate and into the Hornby Visitor Centre next to the old factory for 2018 with the addition of an IFSCC race event on the Saturday.

Being a Viking SCC member meant that I was able to take part as the club are affiliated to the IFSCC. Leading up to the event homelife looked like it would make my attendance unlikely. However, all was resolved, and I set off for Margate on the Saturday morning. Arriving I found my way into the area cordoned off at the back of the Visitor Centre where Scalextric's demo digital Silverstone circuit was setup. This is their demo track first used by Lewis Hamilton and Jenson Button at the McLaren Technology Centre about 8 years ago but still looking good. It is now converted for use with ARC PRO. After registering for the event racing soon got underway. I've done a fair bit of digital racing using the older Scalextric Digital system so was interested to see what ARC Pro was like. The demo track was a good technical layout with a couple of straights and some testing twists and turns. However only two crossovers, with one too close to both a curve and pit entrance meant overtaking was restricted. Also trying to get into the pits to refuel could be a challenge. The 6 cars supplied by the NSCC varied greatly in handling and



performance with nobody liking the Bugatti Veyron's. Ironical a car in real life that is the fastest was rubbish in slotcar form! ARC Pro has the great advantage of using the wireless controllers meaning no tangle of wires and ability to spread the 6 drivers out. However, the build quality was not great, and some needed more than a firm press on the buttons. Maybe I'm being harsh, but they were not good enough for proper racing. We all had 6 races but due to the racing organised on a separate device some people ended up driving some cars more than once and other cars not at all. Overall though the racing was fun and receiving the third place prize was a bonus. All participants that paid the full race fee also received a nice special edition car for the event, numbered according to the position they finished. I will state I'm not a collector (my wife may disagree) so wasn't interested in the special editions and sold my numbered car onto another participant. I do have my 3<sup>rd</sup> place McLaren though.

I returned Sunday for the swapmeet itself. I should add at this point that the Hornby Visitor Centre was a nice venue for the event. Shame the factory is now empty but at least the café has







reopened and their home made cakes are very nice! Even though the swapmeet on the Sunday took up a large part of the café there was still room to sit and have a coffee with a small outside area too. The HVC staff were very welcoming and looked after us. I had intended to make a quick visit to look for a couple of race cars for upcoming classes at Viking and some spares. However, when I got there I found that the track was not available for racing as advertised as there was nobody to run it. So I volunteered along with a couple of my Viking colleagues. I must admit ARC Pro is very easy to use and much more intuitive than the old C7042 Tower. I setup some racing for anybody wanting a go. Really enjoyed it and once I had figured how to restrict power for younger racers they had a good time and my marshals were less busy recovering cars! Hopefully I got a few new converts to slotcar racing. Overall I think



Scalextric have a great product in ARC Pro, I just hope they continue to develop the App ironing out the bugs and maybe add a professional option for more club style racing. I won't be replacing my C7042 APB just yet though.

Overall a great weekend. I think the new venue is better. Yes, I did buy a few cars, our Dutch friends having had some very good prices! The swapmeet was good with an adequate, if not extensive, selection of stalls with space available to make bigger if needed. The Saturday race meeting could have been better with regards to the race format and I'd love to tweak the track for better digital racing but was none the less good fun. I look forward to 2019 and offer my services to run the track if needed. ■





# COLLECTOR'S CORNER

BY MARTIN HEAPS



This month I thought we'd look at some Exinmex basically Mexican cars. I have recently been collecting a few from some great sources in Mexico and getting some interesting examples.



The first one is this C43 McLaren in red, such a great colour and quite odd really as the front of the car is so clean and with the original



17 decal, yet the back is showing signs of being off the track a few times, well more than a few times!





The Mexican drivers are brilliant and so diverse; this red car has a typical open face helmet and blue shirt/driver overalls.

Next is a yellow C43, again in super condition with original number decals. Super drivers helmet and more interesting an orange spoiler!

As with all Mexican cars condition is very important and if you can find a decent supplier these are the things to ask about.

Is the car ben or twisted in anyway? Any

parts missing? Is the body free of cracks and does the motor run? these are just a few points to ask about, obvious I know but worth asking.

The next C43 McLaren is this white one again great to see original numbers.

With Mexican cars one of the main fun collecting aspects are the colour variations.

This one being completely white even with a white spoiler!

Next is this super yellow Lancia Stratos 4056/4065.

This car is in amazing condition and even⇒





has the original Marlboro printing on the roof, this must be a low mileage car! Very unusual colour and a great detailed driver.



The C41 Ferrari GT330 is the next car I managed to get hold of in various colours.

First one is this super deep blue colour and in superb condition with the usual open face helmet.



Next is this yellow and white bottomed C41 Ferrari, again also in great condition.







It's a very deep yellow and interestingly I don't seem to find any of the Mexican cars having brown marks, certainly must be down to them using different plastic to the UK produced cars.

The next Ferrari is in a lighter blue, again in great condition but what I love about this car is that it has the original numbers again, and this is really hard to find on Mexican cars these days.

There are a lot of cars out there and if you take your time you can find ones like these, it's



just about getting good images from the seller and going for it, of course asking the right questions helps also!

The final car is this GT40 in a light green, the most interesting part of this car is the underside, looks like a pre production grey base. Even if it isn't, it's a very unusual base. Again it is in super condition!

That's it till next month! See you soon. ■



# BITS & PIECES

BY GRAHAM PRITCHARD



So, a bit of a problem this month actually, as my trusty (and therefore very old) computer looks like it's on the way out having shut down totally out of the blue a couple of times in the last week with the infamous "blue screen of death," so I'm having to do this on a borrowed computer whilst I wait for my computer boffin friend Phil (and yep, you probably guessed it, it's the Team Slot RS2000 Escort addict Phil) to come over and sort me out hopefully, so if you're reading this then it must have all gone to plan, or Jeremy has very successfully emulated me and read my mind and produced this for me all by himself (don't suppose you fancy doing it every month for me then, do you Jeremy?)?

So, with my computer having panicked Jeremy and myself somewhat in the week before the copy date, what have we got for you this month then I hear you ask (well, hopefully!)?

Well, not that much unfortunately as my

emails were also at risk and so I had to keep looking at them in short bursts to try to preserve my hard disk, but there wasn't much in there unfortunately anyway, so I don't think that I'm going to be able to do as much as the 9 and 1/3 pages in last month's Journal, but you never know, I might be able to get something interesting in here somehow if I try hard!

I guess it's all part of the real world and things now being on hold a bit until January, the New Year, the "B" word and the toy fairs etc. where all of the "New" products for 2019 will be announced, but the good news is that I've still been beavering away quite a bit in the background of late as you saw last month, as now that the dark nights are here then I actually feel "happy" staying in and doing something "slot". But I definitely reckon that I suffer from "SAD" and that's "Scalextric Addict Definitely" as well as hating the dark of the winter etc. but at least it means that I can start many more things now and possibly even finish one or two of them as well. So, what I have been up to then, let's have a look and see.

## AREA 1.6 Slot Cars

Drat, I was going to call it AREA 51 slotcars, but somebody else has already claimed that one I think, so I've gone for AREA 1.6 as it's 32 times smaller than the original one and it sort of fits in really well as my "playroom" been the home of some "Top Secret" development work on several slotcar projects for a while now, and so one of the things that I have been working on for





quite a while has now actually very recently got finished and then moulded and then cast as well in the last couple of weeks, so please say hello to my take on the Ford Popular Van that I've created.



But before you say "that's not quite right" then I must explain that It's meant to be what a fibreglass company could have designed if they



were a kit car manufacturer and had been asked to come up with a "van" shape for a Hot Rod based on a Ford Pop, so that's why it doesn't quite look like "The Real Thing" as per Ford themselves, or George Turner, or Ricky Britfix's one that you may remember was around several years ago now on Slotforum.

I also caught up with Ricky and told him what I was up to, and he said "go for it" and so I did, and this is what I created by basically adding a shed load of Milliput onto the back end of one of his Ford Pop saloons and then sanding it all off again virtually, and in the end I've actually sanded that much off the car then I'm surprised that it hasn't ended up as a 1/43 scale model rather than a 1/32 one!

The trouble is that, just like Mr Sinatra, I like to do things "My Way", and so to me it's far easier to just start off with a big blob and then sand it off until you start to get the basic shape of a van, but it wasn't easy as I'm sure that you can guess as it took several doses of filler and sanding in order to get the shape as right as I could as once I get to a certain point then I seem to do more damage than good, and so I stop and conclude that it's going to have to "do" even though there are still a couple of small imperfections etc. unfortunately in the odd place.

Remember, the bottom line is that I am most certainly NOT the next "George Turner", but I've got to admit it does amaze me sometimes as to what I have created when you step back and look a few weeks later, and the old saying of "if you don't try then you







don't know" comes into play every time, but I do know that I couldn't do the front half as it's so curvy, but adding a "block" to the back can't be that hard, can it?

And I fall for it every time, and then after many hours of work you end up with something that is unique and should look good when it's whizzing around the track in a nice loud "Hot Rod" type colour, and I say "should" as I've yet to actually add the body mounting posts to be honest, but I did spray a couple up ready though as you can see here (there was just enough paint in the tin for the purple one but the orange one needs a second coat as it ran out just when I didn't want it to!).

I also found this engine block and "blower" that will fit rather nicely so that it can then become even more of a "Hot Rod", so it's a bit unfortunate that I never cut the hole in the bonnet before I sprayed them, isn't it? Never mind, I'm sure that I can manage it if I'm careful as I reckon that it will set them off just perfectly.



I've also found some "inventive" ways to get the things that you need on something like this as well, like using those "Dipped Head" Dressmakers Pins that I've mentioned before to make the door handles by trimming them down with some pliers so that they are about 6mm long and then drilling a hole into the body as if you were going to add them like I did for the bonnet handles at the front and the windscreen wiper above the windscreen.



But for the door handles I then countersunk those holes very slightly so that the "rounded" head of the pin can now sit nicely against / into the side of the door and therefore leave a slightly raised "blob" that very nicely simulates the main part of the door handle and then the smaller "pin" bit is then the "handle" bit that you would pull in order to open the door.

I also filed off the rounded top part of the pins for the bonnet catches and the windscreen motor mounting so that they have a "flatter" appearance, which looks more realistic to me.



You can also use “normal” pins for the rear lights like I did on my Morris Minor Traveller that I did a couple of years ago, or even use those red self coloured “gemstones” that I also showed you in the past that you can get from “The Range” or “Hobbycraft” etc.

Moving on, then guess how I did the rear wheels arches? Yep, you probably guessed it, they’re yet another set of 3D printed ones off Angelo Amato! But this time they’re off his “Metro Thundersports” kit that I bought at the Coventry Swapmeet last year.

I did try a larger set of them also but with them on then you needed F1 size wheels in order to fill them, so I ended up going for a smaller set as the theory is that you can then enlarge them to the size you need via a careful bit of sanding with some sandpaper and some copper tube etc. like I do.

I went down this route as I knew that I was going to be casting it, but if you’re using Angelo’s wheel arches on a model “as is” then you need to use the correct size in order to get

the clearance that you require at the start as that 3D printing material is virtually impossible to sand basically in this sense, but as Angelo stocks a large variety of diameters of wheel arch then he will probably have the right one for you already if you ask him.

OK, this topic has now raised my word count quite nicely, but I’m not finished yet, which is very good news for you if you’re enjoying reading it, or the cue to “move on” if you’re not!

The coachlines, these are 1mm round plastic strip that was meant for drainpipes on dolls houses, but I thought that it did the job quite well on the van, and so I went for it, but it’s a pain to get it all on straight, so there are a couple of joins in there to be honest if you look very closely.

The rear doors, you may remember that on the one that started all of this scratchbuilding/ converting lark for me, i.e. the Minivan, then I basically cut the required shapes out of very thin plasticard and then glued them onto the back of the van and blended it all in, well, that’s how I did these as well, and people seem to like it!

I know that Mr Turner etc. wouldn’t do it like this, but I do, and it seems to work as you don’t run the risk of ruining the actual model if your first attempt at scribing/ cutting the lines in on the real thing actually goes wrong, like it usually does with me. But I did do the revised, shorter doors though on the sides of the model itself with my trusty X-Acto saw as they are simple straight lines, but it was a bit scary as one slip is all it takes to cause a lot of damage to the body.

⇒



Now, and as you now might have already guessed, the door handles on the back doors are actually those round dipped pins once again whereas the window frames are actually very thin slivers of that 8mm square profile plasticard tubing that I mentioned last month, and they look “just right” to me and also saved me a hell of a lot of work as when I did the Minivan all those years ago I actually ended up cutting out a little square and then taking the middle out of it in order to create a frame! If I only had a brain, is what somebody from the “Wizard of Oz” could have said I think?

So, there you have it, my take on a Ford Pop Hot Rod van, and now that It’s cast then if you want one then please let me know or look out for it at some of the future swapmeets that I hope to be at if all goes to plan!

### **1/43 News (Do not call it SCX said Steve!)**



With apologies to Steve Wright for not getting these into last month’s Journal as my emails decided to block them due to the size of the



photos initially, then here they are now, and with a Hyundai i20 in there also then it gives those into that scale something different for a start!



### **A Useful Tip?**

Those who know me well will say, “never give him anything to build for you as he takes ages!” But I’ll ignore that one for now and go with my intended “stupidly simple, but still highly effective” useful little gadget that may come in very handy one day if you make it up in advance instead.

Basically it’s just a normal 2 Amp 3 pin plug, but instead of having a hand throttle wired to it you merely just loop a short piece of wire between the live and the neutral connections and then it’s actually simulating somebody holding a controller in the “full speed” position and can then be used to look for power drops on your plastic sectional tracks much more easily when you are trying to do it on your own or if nobody else wants to help you!

BUT! When you have worked out where the







problem starts and ends (as there will always be two points where the connections are not perfect) then you must remove the plug before you start inserting screwdrivers or coins etc. in order to try to fix the problem otherwise depending upon what type of power supply you have you might end up blowing the fuse or actuating the short-circuit prevention device etc.

Believe me or not but I only thought of this a couple of weeks ago despite having done slotcars for over 30 years now, trouble is the best solutions to things are quite often the most blindly obvious, and that gets me every time, doesn't it?



### **SRC At The Festive Swapmeet**

On behalf of Dovile and the rest of the team at SRC, then Slot Car Mag's Marc Abbott has asked me to mention that Jesus, no not that one, I mean Jesus (with the accent that I don't know how to do on my computer) Cobo is going to be coming over (ie he's being sent to Coventry by

**DON'T MISS OUR CHRISTMAS EVENT:**

**UK FESTIVE SLOT CAR MARKET 2018**

**SUNDAY 2nd DECEMBER - 10am**

**ADMISSION £5 Under 16s FREE!**

Slot Racing Company will be attending the event. Come and find Jesus Cobo on the SRC table. He will gladly talk to you and discuss current cars and also the company's future plans!

**COVENTRY TRANSPORT MUSEUM**  
Coventry Transport Museum, Millennium Place, Hales St, Coventry CV1 1JD

FOR MORE DETAILS ABOUT THE EVENT, CHECK OUT OUR WEBSITE:  
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|----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|

Dovile, sorry couldn't resist that one either!) for the Festive Swapmeet in a couple of weeks so if you want to ask him anything and everything about SRC and their various slotcars face to face (rather than via a (Face) book) then please go along to the event and you will be able to do so. Marc has also revised the advertising poster for the event to reflect this major scoop so hopefully you will see that elsewhere in the Journal as well.

### **Amato Chassis Design News**

Blimey, whilst everybody else has been taking it easy, Angelo has been working his socks off! Just when I was starting to give up on my emails then I've just found all of these latest creations that he's done, and some of them are not exactly what you would have been expecting for certain, I can tell you!

So, take a look at these, as we go from the old Hornby Audi Quattro through to the Ninco AC Cobra (which I have also been revisiting in my AREA 1.6 workshop recently) and then another classic Ninco car as well as in the 1950's Corvette.

But he hasn't stopped there, he's then gone ➡➡



on to do the SCX P34 6-wheel Tyrrell! Told you there was some mad stuff in here as well, didn't I? (Uuumm, I wonder if Slot.it's Maurizio and Andi have had an influence in that one then as I know that they are into those cars big time?).

Anyway, we don't stop there either as Angelo has also done one for the FLY 917/10 Porsche and even Mr. Turner has had the treatment this month with his Morgan V8 getting a new chassis option as well!

So, if you fancy upgrading any of these cars then you're laughing as remember that Angelo takes great care to make sure that his replacement chassis will fit onto the original chassis mountings as far as is possible, or if not then he also supplies the required mounting posts for you in with his kits.

Now, if all of the above has surprised you, then he's also come up with this "universal" one







Crew Cab that I have got running with one of Angelo's Hornby 1970's MK1 Escort chassis a while ago, but with this new one then you can basically make it fit almost anything I think. ➡➡

as well as the major limiting factor with his "normal" chassis are that they are usually designed specifically for one particular car, although as you might have probably expected I have occasionally managed to fit one to another car once you've cut it up a bit and filed some bits off etc. as you can see on this VW







### And Finally

As we'll be just a couple of weeks away from the Coventry event more or less by the time you will be reading this then I'll also give you a sneak preview of another of my "black" projects that have been under top secret development in AREA 1.6 deep in the heart of the UK, and if all goes to plan then I will also have some castings of this one on the table at Coventry as well. What is it?

Well, it's what I call a "Hooligan Mustang" as it sounds and looks a bit like that big black beast that a certain Mr. K. Block



drove around London in on Top Gear a couple or so years ago with that chap from "Friends".

This one is my first running prototype, and I know that it looks a bit rough, but as it's been fitted with a stretched Hornby Nissan 350Z Drift car chassis, then it's been doing loads of drifting, 180 degree turns and doughnuts, so it's bound to get a bit bashed, isn't it?

But you can also make it up with a Hornby START Rally car chassis as well if you want so that it will then only go in a straight line rather than making an exhibition of itself but I think that's a bit boring to be honest, but as not everybody is as mad as I am, then I thought that I'd better cater for the sane amongst us as well as myself. This is one of the cars that I've wanted to do for ages and so a few weeks ago I finally decided to make a start on it and see how it went,





and we think that it's come out OK to be honest, so I hope that you like it too. So, in the meantime, Merry Christmas! Oooppss, sorry, we're a bit early for that at the moment, but it will soon be here, won't it!



### George Turner News

Having looked on George's website and Facebook page then the good news is that the MK2 Transit van is pretty much done it seems, so anyone who wants a period delivery van or race support van from the late 1970s/ early 1980s needs to buy one pretty soon then and then they will be able to build it over the Christmas holidays, if not before.

He's then going to turn it into the Supervan as well, so I reckon that if you're going to the Milton Keynes Swapmeet in February then you should be able to buy it there if it all goes to plan.

But as George has been mega busy this week



then I've not heard from him in person, so I'll have to quote his website instead to catch you up with his progress so far:

*A very busy week finishing prototypes and making new silicone moulds.*

*We have all new moulds for the Ferrari G2 and the Jaguar XJS group 44, so they should be ready very soon.*

*I have finished the Transit van so that will also be going in the mould in a couple of days.*

*I have also managed to finish the Artic tanker; this looks very pleasing and should also be moulded soon. So lots of interesting stuff.*

*What's next? Well the little Fiat is on the cards plus a couple of other models to block out and when I have a couple of transit castings the Supervan and Recovery vehicle maybe....*

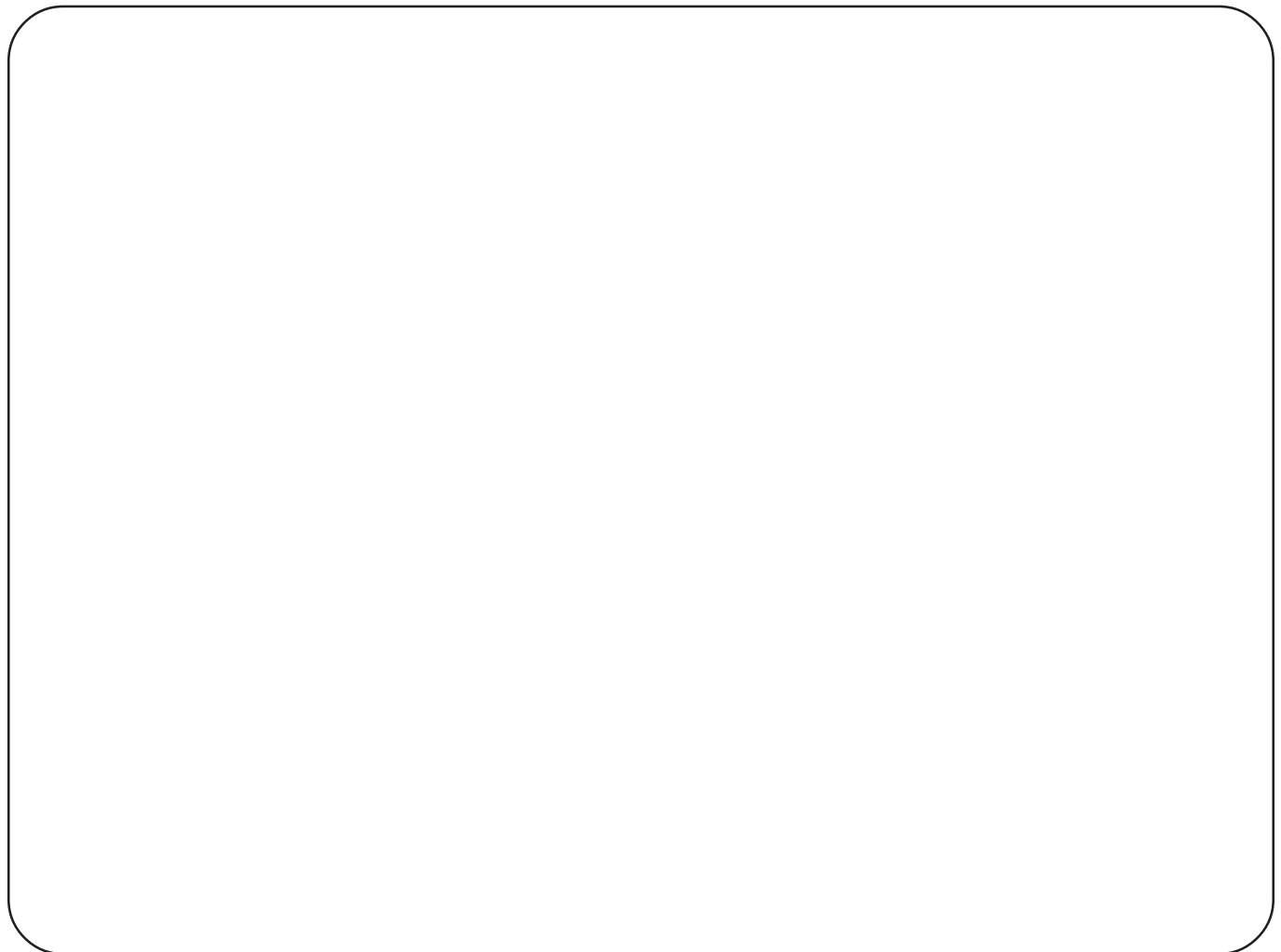
Don't forget the next generation Ford Pop though George, a 100e I think? The square one that looks a bit like the Morris Oxford, from a distance, in the dark, I've also got the GP 44 XJS from the first time George did it "partially" built (so hands up how many people just knew that⇒⇒





that was going to be in the description then) but at least it's started. So if I can find it then I'll include a picture as well for you.

Right, I'm doing this bit the day after I did the bulk of it but I am conscious of not outstaying my welcome with my hard disk so I'm going to wrap this up now and download the photos whilst crossing my fingers that I don't lose it all if the computer shuts down on me! ■





**J**is for JAD, Jo-Han, Joma, Jouef and JYE. Rikken were already supplying wheels and tyres to other slotcar brands when they decided to manufacture their own ready to run cars, so used the JAD brand to try and avoid alienating their existing trade customers. The cars had attractively painted vac-form bodyshells and metal iso-fulcrum chassis with Mabuchi FT26 motors.

Jo-Han were a static plastic kit manufacturer originating in the 1950's that manufactured a large range of car kits, including such flower power era kits as the Heavenly Hearse surfboard carrying car.

Joma were formed in 1958 and by 1963 were making a small range of 1/43 slot cars which included an Alfa Romeo, a Citroen, two Peugeots, a Renault and five Simcas.

Jouef began in 1944 and are perhaps better known for their HO scale model trains, but by 1963 were making 1/40 scale slotcars. Beginning with such classics as the Mercedes 300SL and Jaguar E-Type, the range grew until 1980, including a rather nice red Ford Capri in 1973.



La Juguetes Y Estuches (JYE) began making metal toys in 1936. When plastics became available they were used to good effect to make a small range of 1/32 slot cars and from 1968-69 they included Cooper and Lotus F1 cars, Jaguar E-Type, Mercedes 230SL, Porsche 904,

Maserati Mistral and a Ferrari 500 Superfast, some of which appeared to be rather similar to Stabo models.

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

No JAD items have sold on eBay recently, but at time of writing there are two JAD listings still up for grabs, a green 1967 Rikken JAD 1/24<sup>th</sup> scale McLaren Ford F1 car, optimistically priced but unsold so far at £128.77 Buy it Now (113307133928), and a gold Rikken JAD 1/24<sup>th</sup> scale Lola T-70 Can-Am car at £117.05 with no bids so far (362467831130).

Only one Jo-Han model sold recently on eBay in the Scalextric and Slot Car category, a Ronnie Sox Plymouth Barracuda 1/24<sup>th</sup> scale kit converted into a slot car that sold for £46.78 after only one bid (142975343607).

### Joma eBay Top Ten

1. Joma Sunny Stunt-Men Club livery Brabham BT3 F1 made in France 1960 £164.29 (273493441167).
2. Joma red Cooper T53 F1 £121.66 (113303154516).
3. Joma and similar makes collection of 13 bodyshells and four chassis £90.59 (183474807451).
4. Joma Miniamil Maurice Trintignant Set with Yellow Lotus and Green Porsche F1 cars that had seen better days £62.16 (263888570407).
5. Joma Lotus Motorised Chassis only £16.08 (323468234547).
6. Joma Motorised Chassis only £13.32 (163219343575).
7. Joma Junior Drivers Magazines 1963 and 1964 £4.44 (173481667258).
8. Joma miniature pedal style Hand Throttle, yellow £4.33 (312035198540).

Well we nearly got to ten, but only eight different Joma items sold recently on eBay. ➡➡

The Maurice Trintignant set looks quite nice, although the condition of the cars looks poor, with either crooked wheels or bent axles. I trod on one of my first Scalextric Formula Junior cars accidentally, and it looks like these have perhaps suffered a similar fate. I have heard of Maurice Trintignant, but don't know much about him so let's investigate:



Maurice was a Formula One driver for fourteen years, from 1950 to 1964. He gained the nickname Le Petoulet (The Rat Droppings Man) after failing to finish his first race in his Bugatti after World War II, because of rat droppings from the barn he had stored it in clogging the fuel filter. Maurice won the Monaco Grand Prix in 1955 and 1958. He also drove at Le Mans every year from 1950 to 1965, winning the 24 hour race in 1955.



The cars Maurice drove over the years included: Aston Martin, BRM, Bugatti, Cooper, Ferrari, Ford GT40 Roadster, Gordini, Lola, Lotus, Maserati, Porsche, Simca-Gordini and Vanwall.



Maurice retired to wine growing, naming his vintage Le Petoulet. His brother was Louis Trintignant, who died practising in a Bugatti for a race at Péronne, Picardy in 1933, and his nephew was the famous French film actor Jean-Louis Trintignant.







### Jouef eBay Top Ten

1. Jouef red BMW 3.0 CSL £496.31 (253809654442).
2. Jouef red Porsche GT £426.27 (183457248706).
3. Jouef grey BRM and yellow underpan £300.45 (123377615528).
4. Jouef white GT40 £266.42 (332780154328).
5. Jouef gold chrome Ferrari and silver chrome BRM F1 cars £257.00 (283163536583).
6. Jouef white/black E Type Jaguar £243.00 (283160530756).
7. Jouef white Alpine A310 £215.80 (253796726772).
8. Jouef Record 64 Set with blue Mercedes, yellow Mercedes and green BRM £197.15 (173485754241).
9. Jouef silver Porsche GT £162.00 (283140623590).
10. Jouef dark blue Porsche 917 £126.99 (163212212320).

The Record 64 set features great box lid artwork, showing a yellow E-Type Jaguar interestingly, but obviously not containing the car, which was a shame I guess.

Only one JYE slot car sold recently on eBay, a nice blue Porsche 904 (183424391358) that sold for £178.50. ➡➡

### Monthly Worldwide eBay Top Ten

1. Aurora HO Box of 100 T-Jet Chassis £1,549.77 (173588907478).
2. Scalextric Jadlam Arc Pro SL201 Digital Spaghetti Junction style set with 6 cars

£1,499.95 (401460382310).

3. Fly 48 car collection sold because owner was moving to Hawaii (!) £1,314.19 (273486882440).

4. SCX and Ninco 71 car collection £1,161.57 (292749950617).

5. Scalextric Vintage James Bond Set £920.00 (223179218399).

6. Aurora HO T-Jet 34 car collection including Tow Truck £1,170.59 (401621055109).

7. Scalextric Vintage Go-kart Set £825.00 (292761490711).

8. Classic 1/24 Batmobile £780.36 (123398368380).

9. Cox 1/24 Lola T70 £741.38 (401618587303).

10. Slot Classic BMW 328 £709.55 (223179723953).

Some valuable collections there, then. Nice to see some vintage items making an appearance, such as the Go-Kart set and the Classic Batmobile. I must get around to building the Polar Lights Batmobile kit I bought a few years ago someday. In the meantime, here's the later Scalextric one.

After showing you a picture of the 1930's De Havilland Comet racing aeroplane last month, I found an Airfix kit of the same plane by chance at a model exhibition today.



As for eBay, I must admit I had an epic fail on there this month, as I tried in vain to sell my 1/1 scale car on there.

I had been the only owner from new, but for some reason it failed to sell, even after I lowered the price to £250. Perhaps the fact it had covered 307,000 miles had something to do with it? ■

