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The NSCC is a member of the
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Slot Car Clubs



Diana Francis - Honorary Life Time President I Am Back!

Well yes I survived a family holiday (just) and am back raring to go! OK I made the last bit up as to be fair I am in “holiday blues” mode as I write this, with the return to work and of course the kids back to school meaning the recent holiday is fast becoming a distant memory. But still the weather is good and despite the nights beginning to draw in all is not too bad.

Of course Autumn means the commencement of a fair few slotcar related events, of which I shall certainly be attending and also perhaps now time to spend inside on the hobby rather than having to do all those chores in the garden.

Whilst on holiday in America, I decided to invest in a new iPad so I am now hoping to be able to download the Scalextric Arc App and invest in the new power base etc. to convert my existing digital set up to the new one, also it means this year at Ramsgate we may also try out the new system over the current six car power base and this may or may not be an improvement on the digital racing generally? Time will tell I guess.

So what else to report? Well we still have some spaces for the NSCC/ Hornby weekend available, and this really is the last call, if you wish to apply, I do need them all in by the end of September latest so I can advise everyone of their places and we can order T-shirts, organise the teams and sort out the rooms etc. So get the applications in to me if you have not already applied.

Of course you should also be submitting your order for this year's Club car, of which there are very limited numbers, details were in last month's Journal, but if you lost your application form I have copies I can email out to anyone who needs one.

Finally, we have the first swapmeet of the season starting with the Havant one on the 23rd September, an excellent event and the first chance to meet up with fellow enthusiasts after the Summer break, so hope to see some of you there.

Until next time.

Jeremy



MESSAGES

FROM MARGATE

email: factory@nsc.co.uk

By Pete Simpson

This month I'll return to reporting on this year's solo releases, but with only a few models from the January – June catalogue to cover, it'll be mainly focused on what can be expected from the second-half listing. However, this instalment still won't put all the H1 releases to bed as I've yet to see the two Super Resistant F1 cars, which feature on the catalogue cover, or the solo release of the Gulf liveried generic Team LMP, C3954. Not to worry too much as I've covered each of these under the set article last month.



When I browsed the last Messages, I realised that there may have been an element of ambiguity with regard to the forthcoming Stock cars. The two cars illustrated were the solo



releases (with General Motors decoration) as I had already shown the set cars in an earlier report and did not have my own images of the two set cars: those with GM logos. Now however, I can remove any confusion and show photos of the four liveries available this year.

Before I move onto new cars, I'll begin with a few accessories.

Throttles



New for this year are two revised throttle designs. The first is an updated and improved speed-limiting controller to be found in most of the non-ARC sets. This design is definitely an improvement over the previous version as the ➡



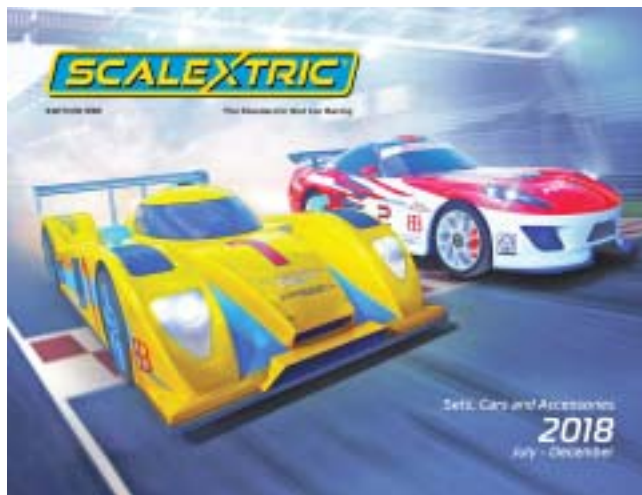


speed-limiting function appears more reliable and less susceptible to ill treatment: the previous screwdriver slot could easily be abused resulting in a damaged mechanism. The handle feels snug and should be just as suitable for smaller hands.

For the youngest advocates of slotcar racing, the Micro hand controller has also been redesigned. Although these are firmly aimed at the youngest of racers, adult hands should just about be able to use them, although with a degree of compromise. They too incorporate speed limiting functionality with four discrete settings. At the start of the year the only set announced to include these was Sci-Fi Speedway, G1133, which includes the two fantasy Ghost and Spark cars. Doubtless this new design will be included in any new release and possibly even into the older sets next year. At the time of my previous visit the only available example was an early prototype moulding of the body but by the time I returned to Sandwich in August a finished example was available: it felt smooth, the speed-limiting slider was positive and it felt comfortable enough not to be a distraction when racing.

2018 Catalogue

It may not be regarded as an accessory by some but having a decent catalogue to browse is an essential part of any enthusiast's collection. This year witnessed the unusual practice of revealing only part of the range in January with the second half being formally announced in July. As we know, this didn't quite evolve as might have been envisaged as many of the H2 cars were public knowledge in the first few months of 2018. The second catalogue duly appeared during the Summer and pleasantly includes all of the year's releases, not just those omitted from the January to June publication.



Autograph Releases

Once again, Scalextric have announced a few more of these very limited models. In August, Scalextric listed a further three release, all taken from their range of BMW vehicles: one a Z4, the second a 125 and the third a Series 1. Each will retail at £45.99 available directly from Scalextric or maybe slightly cheaper from some online retailers.



The first is the Team AMD GT3, in its Seven Investment Management livery, driven by Lee Mowle in 2016, C3848AE Andy Priaulx has endorsed the model of his BTCC car from 2015, C3784AE, whilst the Series 1 NGTC of West Surrey Racing, driven by Andy Jordan, C3914AE, makes up the trio.



Stratos H1



The sole H1 model to be covered this month is the Lancia Stratos HF, C3931, as entered in the 1978 San Remo rally for Markku Alen and co-driver Ilkka Kivimäki. It was to be the only win of the season as, with its short wheelbase, it wasn't ideally suited to as many rallies as the



season champion FIAT with its 131 Abarth or second placed Ford with the Escort RS1800. This may not be the most memorable livery of this attractive little car but it's certainly distinctive and well represented by this model.

One important aspect of this model is that it is not DPR so can only be used in analogue form unless the retro-fit digital chip A, C7005, can be induced to fit. However, as it has been demonstrated that a chip can be squeezed into the Mini, then with a bit of determination and dexterity it's probably possible to digitalise this one.

Stratos H2

Whilst on the subject of these rally supercars, I might as well include the second to be available this year. As with many race cars, although the Porsche Group C cars proved the exception, there always seems to be a single memorable livery. In the case of the Lancia Stratos HF it⇒⇒





was the Alitalia version, already seen in the twin pack, C3894A, in a couple of minor variations. Indeed, apart from the twin set and the model above, the only other example has been the 60th Anniversary model chosen to represent the 1970's racing. In reality, there are not too many other versions from which to choose: road cars, privateer historic entries or maybe a modification to the mould to enable the Group 5 versions to be produced.

The car had an impressive history, winning the World Rally Championship in 1974, 1975 and 1976, as well as a long production life from 1973 to 1978. Unfortunately the rules controlling engine performance as well as FIAT's move to promote the 131 as its primary rally contender eventually relegated the Stratos to a position where it collected only the occasional win.

The second version due this year will be the winning entry in the 1975 Tour de Corse, Rallye

de France, C3930. This was driven by Bernard Darniche with guidance from Alan Mahe. It was Bernard, assisted once again by Alan, that was to secure the Stratos' final victory in a WRC event in 1981: fittingly the Tour de Corse. This car has the same lamp arrangement as the car above: spot-lamp array with covers fitted but with headlamps in the deployed position. Both versions have lights front and rear so modelling it with the headlamps in the retracted position wouldn't be quite so attractive on the goodies front.



VW Jägermeister Van

I included a shot of the first painted lower body shell in May but it has taken a few months before the final version was suitable to show here. By the time of my last visit to Sandwich the initial engineering approval model had been





completed and available to photograph, despite a couple of minor imperfections that will easily be resolved prior to production. The livery took a lot of researching as Jägermeister would only permit their trademark to be represented in a design that correctly captured a real vehicle: no generic interpretation would be permitted. The diligent work of the Scalextric team was rewarded by the artwork being approved resulting in an excellent representation of a 1960's delivery van. Of all the Type 2 VWs released to date, this has to be the one to have: a true stunner.

This is the ideal vehicle to provide sustenance to my racing stable but somewhat less likely to be seen competing as unfortunately we don't have a class at Croydon for commercial vehicles.



McLaren F1

I showed a few teaser shots of this one last month, simply because the example I saw had a few too many minor errors. However, it's all been corrected and the final approval model was available when I returned last month. This release differs from the other two F1s available this year as it is not a Le Mans entry; instead it's of the BBA Competition GTR as entered in the 1997 FIA GT race at the Nürburgring where it finished in 17th place, driven by David Velay and Jean-Luc Maury-Laribiere. The same chassis, 05R, appeared at the 1997 Le Mans prequalifying weekend in May, in a very similar livery, when it set the 36th fastest time of the 63 cars vying⇒⇒





for one of the 46 entry places: it did not run in the race. It did, however, run in the 24h Le Mans once, in 1995, but in an earlier livery. Like the other two cars being modelled by Scalextric this year it had the BMW V12 displacing a shade over 6 litres.

News from Sandwich

During my last visit to the factory, Simon Owen revealed his next contributor to the Autograph series and struggled to contain his enthusiasm at the prospect of the meeting. It's something that should appeal to many of the slightly older fans of saloon car racing. I was sworn to secrecy until the cars are available and announced but, as these are models which already exist, there's a good chance that Scalextric will already have them listed before this edition goes to print: keep

an eye on the website blog for the earliest notice. Other news from Scalextric is that just about all of this year's range has been approved for production and that I have photographs of all but a couple.

Hornby made it into the news again in August after it announced that John Stansfield, who had been a Non-Executive Director of the company, will step up to assume the Non-Executive Chairman role. He will replace Lyndon Charles Davies who will step down as interim Chairman to focus on his role as chief executive of the company. With thirty years' experience of the financial aspects of the group Mr. Stansfield appears to be a worthy candidate. As ever, many thanks to Simon and Sarah for their time and making pre-production examples available for me to photograph. ■





Welcome once again to Carrera Corner, there are new releases for September which will be of particular interest to F1 fans. These four F1 cars are well detailed with a full helmet livery. At the time of writing these models were available to order for around £37.00. The new releases are:

CA27562 Red Bull Racing Tag Heuer RB13 as driven by the Belgian-Dutch driver Max Verstappen. The matt black bodywork gives the Red Bull RB13 a chilly and aggressive look.



CA27565 Red Bull Racing Tag Heuer RB13 as driven by Australian Daniel Ricciardo, who replaced Mark Webber at Red Bull.

CA27574 Mercedes Benz F1 W08 as driven



by Lewis Hamilton, race number 44. Lewis continues to reach new heights in the F1 hall of fame. By the end of 2017, he had moved into first place on the all-time pole positions leader board (72), as well as becoming the driver with the most front row starts (118). Having won four Drivers' World Championships, Lewis is now joint-third (with Alain Prost and Sebastian Vettel) in the all-time list of World Titles, as well as Britain's most successful F1 driver. He won the 2017 world championship in this car before the season was even over.

CA27575 Ferrari SF70H as driven by Sebastian Vettel. The red Ferrari has race number 5. Vettel is a four-time F1 World Champion, having won the championship in 2010, 2011, 2012 and 2013 with Red Bull Racing.

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Also this month we have CA27585 Fabulous Lightning McQueen. Movie hero Lightning McQueen is now in action in the blue paintjob

of 'Fabulous Lightning McQueen' from the third hit film 'Disney Pixar: Cars'. He's as fast, action-loving and as determined to win as ever!

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 or go to: 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. I'm afraid once again manufacturer content is very meagre as Europe is now well into Siesta time with no new news for me to report. However, being as I was slow off the mark last month, I now have in my possession the new Calibra and Alfa 155 models from Slot.it so I will concentrate on those for this edition.



Let's get straight into the new Calibra which is Slot.it Ref. SICA36c and the 3rd incarnation of the marvellous Calibra's to be produced with the official selling date of the 23rd July 2018. I guess you all have yours by now? This is the Opel Calibra V6 #2 car as it raced at the Avus Ring in 1995 in that round of the then current DTM/ITC series. The driver on that day in history was the straight talking Finnish Keijo

Erik Rosberg, better known as "Keke", who was certainly one of my favourite F1 drivers when I was a bit younger. Keke started his F1 racing career very late at the age of 29, especially when you consider the current F1 drivers starting ages! He raced in F1 from 1978 to 1986 with the following teams: Theodore, ATS, Wolf, Fittipaldi, Williams and finally McLaren, who remembers all those teams then! He won the F1 World Championship in 1982 with Williams and then dabbled in the World Sportscar Championship during 1990/91 and suffered a DNF at his only Le Mans outing in 1992. Keke finally finished his racing career in the DTM/ITC championship from 1992 to 1995 which brings us back to the Calibra model itself.

The actual model (and real) car looks absolutely splendid to me in the main white/yellow/blue diagonal strips along the cars body and taking a close look I certainly believe that Slot.it have got the registration of the livery on my example of the model spot on. I did have a look for a few snaps on the internet and, again, Slot.it appear to have everything all present and correct although, as was the norm then and now, the livery did change a little throughout the course of the season so I will have to assume that it is correct for that specified race. Either way, all the sponsor decals, driver information and numbers etc. are perfectly executed, crisp and clear on my example.





Peering into the cockpit area and once again Slot.it have done a superb job on Keke's helmet and the instrument binnacle area as you should be able to make out the detail in one of the attached snaps. Mind you, Keke does seem to have a bit of a thousand yard stare and is gripping the wheel quite tightly but then once you get this model on the track (magnet out of course) then you can understand why. This really is a fabulous chassis and, no doubt a bit of a club racers delight, as you start with such an able base platform that fine tuning the handling to your taste as well as the track you are racing on at the time, should not be too difficult with Slot.it's extensive spare parts bin at your disposal, funds permitting of course! Mind you, once you have a few spares then they can be used across many of your race cars which cuts down on the additional costs. Underneath the presentation box you will also find a little bag of bits should you wish to convert to the excellent Slot.it 4WD system. Note, you will have to buy

additional drive train bits as well to complete the conversion. Me, I still have not got round to trying out an actual conversion so I suppose I should at some point! Has anyone tried this yet? If so why not let everyone know how you got on and what additional parts you need to order as I have not figured that out either – duh!

Anyway, I digress, and as I look at the bodywork some more and compare it to the original SICA36a white and yellow car that I raved about many months ago then I believe that this liveried model shows off the angular curves and side stepped sill area much better. I do remember saying that the original (SICA36a) simple livery was very well known and a classic example of less is more, as was the follow on all yellow "Promark" car (SICA36b) but this one is perhaps less well known than the original car. However, for me, this one is now the current best example of this series and deserves a place in any ones collection or down on the racing slot black top. Just as a little comparison for you all then I thought I would include a little family shot of all three current cars so you can make your own mind up as to which livery you think is best. Obviously all previous key statistics, handling and so on remain the same as per the previous releases.

So, one down, one to go and initially I was expecting that this would be just a new body shell and the chassis would be the same. Oh no it isn't (sorry, bit early for panto season I guess!)⇒⇒





as this is a totally new model as designated by its SICA40a reference number. To give the model its complete designation it is the #8 car as driven by Nicola Larini (another little favourite driver of mine as it happens) at the DTM/ITC 1995 Avus Ring race, perhaps not the most testing real track layout in existence! To quote the official email blurb I received directly from Slot.it: “New Alfa CA40a has lighter, lower and wider body then Alfa CA35a. New chassis with advanced pick up zone (+3mm) compared to CA35a, allows better performance.” OK, so let’s dissect those claims, and a few other things to see what I actually found.

Let’s start with the body shell first and yes there really are a lot of differences between the SACA35a car based on the 1993/94 real car and this one based on the circa 1995 version. I will start at the front and work my way around. Taken from above, then the 1995 car is all “Bruce Forsyth” with a somewhat more significantly pronounced jutting chin spoiler

than the earlier car. When viewed head on at bumper level then the changes are even more obvious as the bottom lip of the spoiler has been added and the air cooling vents are different. Look closer still and you can see little aero fins in the bottom vent, which at first glance look like moulding flashes that should have been trimmed off! Mind you the original car has a central front toeing eye whereas the newer car does not. I guess Alfa figured this car would be more reliable on track? Or is it some weight saving? You can also see the enlarged front wheel arches from this view as well. But that is not all, check out the wing mirrors as these have been faithfully reproduced as well, great attention to detail I would say along with the rest of the model as you will see.

Moving to the side profile and, again, you get to check out the bulging wheel arches and





different wing mirror profiles. Look closely and you will see that the original car has a single “step” in the sill with a little air scope in the black area on both sides, whereas the later car has two steps in the sill profile with the air scope moved to the upper step area and more easily visible. Once again this detail is on both sides of the car. There is a body panel crease that runs from the back of the front wheel arch, through the rear wheel arch and on to the rear back panel area at just under the door lever height. This is less obvious on the newer car (from my picture) as the martin livery strips tends to hid it. Look again and you will see that the older car has door handles front and rear but the later car only has the front door handles. On the roof the original car it has one aerial and a data transmission type pod but the featured car has two aerials and no pod. Moving to the rear and you can see that the rear spoiler is totally different as well.

For me this is still the best aspect of the 93/94 car as those upturned double rear exhaust pipes, along with the heat guards/toeing eyes and just the rear profile in general look the mutts nutz to me! To be fair there is nothing wrong with the later car but the two single pipes and exhaust box detail, whilst technically correct, just do not have the same visual oomph! The Alfa badge (front and rear) still looks glorious and now the rear wing difference are perhaps

easier to spot. The original car is a double decker configuration with a single central support and wrap around ends whereas the later car has a single element, dual central supports and rolled over end plates. What is perhaps a little disappointing (but technically correct) is that the newer car is missing both the “Alfa Romeo” and “155 V6ti” script that is so prominent and iconic on the original car. Both cars have dual etched metal toeing eyes so that they can be pulled out of the corner “kitty litter” ➡➡





should the drivers get a bit too enthusiastic or get some “help” off the marked track surface! For me, if you swapped the rear wing of the new car onto the old car then the rear aspect would be just about perfect!

Check out Nicola's lid and overall detail then. As per Slot.it's norm this is an excellent reproduction of the driver, even if he too possesses the standard thousand yard stare and white knuckle clenched hands on the steering wheel! Mind you, even though there is some nice dashboard detail and a white information plate on the passenger side of the cockpit then I would suggest that the Calibra just edges things in this particular area. If we now consider the overall top down view then you get a good feeling for the whole car and you can see that the newer model looks wider and has what I would consider a more aggressive and overall more business like stance as the Alfa engineers have developed the aero package, and no doubt the engine etc., for the real life car. What's not to like about the Martini livery? Nothing as far as I am concerned as, just like the Calibra I mentioned earlier, all the little details of the sponsor logos, Martini stripes and so on are perfect on my example. Once again I looked for a few snaps on the internet and as far as I can tell, subject to individual race variations, Slot.it have done an excellent job of reproducing the real life car. I suspect many collectors will probably buy this for the Martini livery alone and who would blame them. It does look stunning.

OK, done with the body shell, so what about the chassis/engine department. Again check out the underside and topside of the chassis. Slot.it have definitely made a new chassis as you can see from the holes and general shape



to fit the new body shell. Is it any quicker on the track as claimed? Well for me in the short track test that I did as a comparison (both with NO magnets even though the associated chassis pictures show the magnet still installed in the newer car) then, for me, I did not really notice any real difference except perhaps a little more stability when swinging out the rear with the slightly wider (approx. 2mm) rear track but that could just as well be down to the tyre compound? Perhaps if I had tried harder or spent more time on track then I would have noticed more but I think I will leave that down to the hardened club racers to decide!

Ahh but what of the overall dimensions and so on between the two models then? As I mentioned above, some things are pretty obvious I suppose but others may be less so. Down to the nitty gritty then and the original car is as follows: length 147mm, height 44mm, wheelbase 80mm, front track 58mm, rear track



58mm and all up weight of 69g. New car: length 147mm (surprisingly the same even with Bruce's chin!), height 43mm (1mm less – can you tell?), wheelbase 79mm (really, when I put them together it looked the same to me?), front track 59mm, rear track 59mm (definitely looked more like 2mm at the rear by my eyes) and all up weight 68g, a massive 1g less even with that chin eh! The front wheels are the same at 15.8x8mm but there is a “very” slight difference old/ new of the rear tyres at: 15.8x8.3mm/ 15.8x8mm so once again negligible. As for the motor and gearing then both models are identical with In-line V12/4 S-Can 21k rpm motors with an In-line Offset of 0.5mm and a pinion/gear ratio of 9/28. As I said, for me on the track I just did not notice a massive (if any) difference between the two models. Having said that, they both had/ have more than enough power for my large home circuit, too much really for me to exploit, but on a large fast open club circuit (plastic or routed) then these cars will certainly be very formidable straight out of the box. Tuning, well Slot.it have that covered as we all know, so there should be no trouble turning your little rocket into something class winning very quickly! As per the previously mentioned Calibra, you also get a little bag of bits for a 4WD conversion, but don't forget, you do still need to buy some more bits as well!

Conclusions then? Well, even if the car was an absolute mutt on the track which it certainly isn't! Then I would have bought it just for the livery alone as, these days, I fall into the slightly more of the collector than racer I guess. Either way, Slot.it have absolutely done more than enough in my eyes to justify this as a totally new car which I hope you will agree on and enjoy in your own collection or on the race track. However, this does leave a slightly niggling itch because Slot.it have yet to roll out the 1996 Alfa 155 V6ti in the form of SICA45a! I suspect that this will also qualify as a totally new car? Time will tell and when it appears then I will let you know what I think!

That's all for now and time for me to get out in what's left of the Summer and my holiday! My continued thanks to Terry at Gaugemaster

for his support of me and the NSCC and to Slot.it/Polcar for any additional news. Ciao and arrivederci till month. ■



No news last month but welcome to Fly on the Wall for September. Sadly, we have now possibly seen the last of Flyslot as they became known under the ownership of Carlos Garcia Linares, with Fly Car Model re-emerging alongside Slotwings both now controlled by Rafael Barrios Jnr. The parting shot for Flyslot was the Renault racing truck, the Red Ice Buggyra Truck and a brace of very limited, Lancia 037 Rally cars.



The latter were possibly commissions of Mr. Blanco of Madrid, but we don't believe he received them considering how many eventually came to the UK. The other concern is the future of the Renault truck tooling as it appears, at present, this has not been offered to Fly Car Model.

Slotwings are still pushing on and have released two new Gulf 917Ks from Brands Hatch 1,000k in 1971, these have been offered



also as a pair of “dirty” cars. The race was held in torrential rain and the cars would have looked pretty filthy after the race. The dirty cars are being offered as a pair in two sets: SETW001 and SETW002 and feature one of each of the Gulf and Martini cars.



Thanks to Terry Smith, Brand Manager, Gaugemaster Controls Ltd. for his help in compiling this column. I hope to have more news next month. In the meantime, see www.gaugemaster.com or follow Flyslotcars on Facebook or visit www.flyslotcars.com. ■





We cannot complain about the Summer this year, it has been an absolute scorcher. However, as far as our hobby is concerned things have been pretty quiet in our house this month, having just returned from our August holidays. Not much slotcar activity on a cruise ship, well not ours anyway. However, as we approach autumn there is much to look forward to as the swapmeet season swings back into action once more.

Despite the internet, swapmeets are for me the best way to purchase those missing items for

the collection. There is nothing quite like the availability and the atmosphere at a swapmeet. Online and eBay may have their merits, but they can not replicate the communal experience and the buzz of a swapmeet. The opportunity to meet and catch up with others who share our passion for the hobby cannot be beaten. Not forgetting the odd impulse buy along the way.

So, it is nice to know that swapmeets are still going strong and have lost none of their appeal over the years. Some traditional events may have disappeared, but new ones have come along and taken their place. The run up to Christmas is a busy time for swapmeets as we all know. There is no sign of that changing any time soon.

Long standing members will have all the dates of these in their diaries but for newer members here is what's coming up over the next few months.

Havant Swapmeet

Firstly, Havant swapmeet takes place on Sunday the 23rd September at the Havant Leisure Centre and once more promises to be a great event. A very popular and now well established swapmeet.

NSCC Leeds Swapmeet

This is followed on Sunday 7th October by the Leeds swapmeet which is an NSCC event. ➡➡



This is the last call if anybody wants a table at Leeds as the event is just about sold out. More stall holders and tables than ever before will be there this year and once more this promises to be a busy swapmeet.

As you all know the swapmeet is easy to get to just off the M62 motorway near to the junction with the M1. Also, this will be the only swapmeet in the North of England this year so if you live nearby do come along.

Once again there will be a Limited Edition NSCC event car which this year will be a Scalextric Mercury Cougar which looks stunning. As always limited to only 60 cars for NSCC members to purchase at the event. Also, don't forget that this year's swapmeet will also see the clubs new 1/24th Scale track in action for the first time.

Ramsgate Swapmeet

This is followed by the Ramsgate swapmeet on the 14th October at the Hornby Visitor Centre in Margate. Once again organised by Adrian Norman this event will be preceded by the International Federation of Slot Car Clubs race event on the Saturday 13th October at the same venue. In addition to attending the swapmeet members are eligible to participate in the race event on the 13th at a cost of £50 which includes a race event car. If anybody would like to attend the race event, please contact our treasurer Shaun Bennett email: treasurer@nsc.co.uk.

Orpington Swapmeet

On the 18th November the very popular Orpington swapmeet is taking place, organised by Phil Smith. Once more this promised to be a great event.

UK Festive Slot Car Market

On the 2nd December of course, the UK Festive Slot Car market will be taking place once again at Coventry Transport Museum. Another event that is now becoming established on the calendar and one that I really enjoyed last year.

The above swapmeets are all taking place in different parts of the country giving members the opportunity to attend at least one of them.

The Club will be present at all of them so do come along and see us. Details of them all are on the diary page and for new members in particular do try and get to one of them if you can.

NSCC/Hornby Weekend

Moving on from swapmeets on the 24th and 25th November 2018 the NSCC/Hornby Weekend will once more be taking place at the Pegwell Bay Hotel Ramsgate. This year promises to have more involvement from Hornby and is looking to be a great weekend. If you have not applied to come along to the weekend, then you should. It is a very friendly and enjoyable weekend with some very friendly racing and great company. I am looking forward to seeing some of you there again this year.

One of the tracks at the weekend will be the clubs new 1/24th scale Scalextric track which will provide members with an opportunity to try out the track for themselves.

NSCC Club Car



Finally, I hope that you will all be ordering your NSCC Club car for this year, which is the Scalextric Ford Falcon XW Diamond White - Australian Special Edition. The car looks great. I have ordered mine and I hope that you have too.

If not please ensure that your form is returned to us from 15th September 2018. After that time if the car is oversubscribed a ballot will take place.

That's all for now until next time, but hopefully I will see some of you soon at one of the forthcoming events. ■



SRC has been known for the detail it puts into every one of the cars it designs, but it is not known for producing a track-ready package...until now!



SRC has been working hard in the design area, concentrating on chassis and vehicle layout. For a comparison of what I'm talking about I will be focusing on the redesigned Ford Capri 2600. The CHRONO series Ford Capri

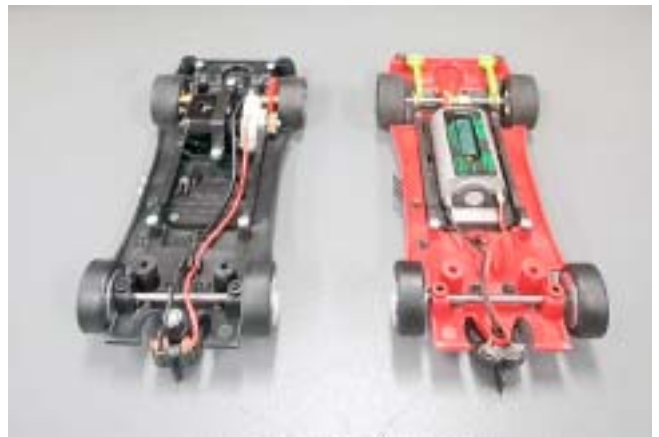


2600 has had a major overhaul. The body or shell of the vehicle is still of high quality and





again of high detail but let's look closely at the real change. The layout of the chassis has completely changed, as you can see in the comparison photograph. The CHRONO series is running an in-line motor instead of the older sidewinder-mounted motor. Changing the motor from sidewinder to in-line gives the car a better centre of gravity, in turn making the car a more user-friendly track-ready setup. Since we are talking about the new in-line setup, you will



also notice the motor pod is removable; this will assist with the maintenance of the car and change-in change-out motor setups. Once again SRC has taken pride in the detail and, as you can see, the rear axle assembly is well-engineered. The supplied setup in the picture is an SRC M6 20,000 rpm motor, running a 10T metal pinion gear, married to a 24T nylon crown gear giving a ratio of 2.40; out of the box it's no slouch. The metal rear axle is again beautifully made and the gear spacer is held in place by a grub screw keeping the rear end in check. The Capri is fitted with a spring-loaded guide for the true rally experience. At SRC, they are pushing the boundaries and will always try to replicate the car they are designing to be the best it can be. SRC is aiming for the top spot on the podium, all it needs now are drivers to get them there. ■



COLLECTOR'S CORNER

BY MARTIN HEAPS



This month if your into prototypes then you'll enjoy the following few cars I've seen. Also we'll be touching on a rare beast from down under.

Firstly I came across this one off Peugeot 905 LMP, it is illustrated on page 407 of the Scalextric Ultimate guide.



What's really interesting is that the whole car has been scratch built even down to the paint and transfers.



This would have certainly been a great looking edition to the range and a shame it wasn't rolled out. Take a close look at the handmade transfers



Prototypes are now getting very hard to acquire as I believe the factory destroy them, so its a very interesting side to the hobby and certainly worth collecting.

Next prototype I came across was this stunning C456 Sierra Cosworth scratch built in a hard resin type plastic, even down to the windows being hand made. Some of the "Firestone" logos being hand painted and what a superb job someone has done!

Built onto a Rover 3500 base, this is quite an interesting point as a lot of the prototypes are put onto these Rover bases.

Again such an interesting car another reason to keep an eye out at clubs and shows for these cars.

While on the subject of prototypes I saw this lovely looking light brown version of the Mad Max car, cool looking thing



On to something totally different now and looking at a couple of rare cars that are certainly getting more and more harder to find therefore making them more expensive and collectable. ➡



First up is the Green Offenhauser, underneath the car saying made in Hong Kong, but this car is part of a group of cars that were sold in Australia, totally mega rare thing and certainly one to have on your list.

Another thing to look out for is any car in this lemon colour, this example is a C54 Lotus. Lemon yellow is very striking and is totally different to the normal yellow. It's almost translucent!

That's it for this month, I hope you enjoyed the two prototypes, more next month. ■





Whatever you may think of the world today, there are always some things that can be relied upon it seems, and one of those is now “back to normal” as in the weather for the August Bank Holiday weekend was raining generally, and more like Autumn than Summer for certain, so nothing changes there then, does it!

I have also managed to finally start my garden slabs work as you can see here, but if you also zoom in then you will also see that there are



two body shells also out there so that the sun can do its work on the paint and help harden it faster, and the Zodiac especially I thought looks quite “period” with the white roof and an old 70s/ 80s colour called “Highland Green” from Ford that was usually found on the MK4 Cortina at least, if I remember correctly?

To be honest, the colour scheme for this Zodiac has been up in the air for several ➡➡





weeks/ probably months actually now, as half of me wanted to do it as a custom car whereas I'd also considered it as a rusty one also, and so the white primer base coat never got added to until recently, but one other "possible" was the Alan Mann red and gold colour scheme and which was actually looking the most likely for a while, and was therefore why I had masked off the roof area as you can see here.



But then I decided to go for the retro look ultimately and so the previously applied masking came in very handy then when I eventually got around to spraying it.

By the way, in order to stop the paint seeping underneath the masking tape or along panel lines etc. before you apply the main paint then you need to effectively seal the edges of the tape with some acrylic clear lacquer/ Johnson's Klear etc. and then if it all goes OK then you will get some very nice and crisp edges like I have here for a change!

But enough about me, what are we going to do about the weather then as I also need to finish my slabs pretty soon?

I reckon that we ought to get Wallace and Gromit on the case, as although it's a bit of an "Aard" thing to ask, they do seem to be able to invent a "machine-o-matic" to solve most things if you live in the world of Nick Park, don't they?



But talking of "all things Plastercine", then take a look at this, as the "Mr. Plastercine of the Slotcar World" (i.e. Dave Yerbury) recently sent me a couple of these superb little creations of his for Paul G. and Scott from the Bearwood Club, and whilst the bodies may not look that "special" to some of you, it's how Dave's managed to do the chassis that is the master stroke as it's actually a cut down Hornby BMW MINI chassis that's powering them, and once you've done the necessary cutting and drilling etc then they are actually very good fun to drive, especially if you fit a weaker (thin) bar magnet





at the back as it's not exactly strong enough to make it never come off, but it does let you go just that little bit faster around the bends.

The amazing thing about the appearance of these though for me is that Scott and I were actually working on a plan to try to modify the old 1980's Scalextric one to look more like these do as Scott's Dad actually used to race one of these for real, and so we had got the green one off my good mate "Scrapyard Paul" Blows in readiness for the project, but almost on the same day that it arrived at my house Dave also sent me some pictures of his motorcycle as well as he had said that he had got something up his sleeve, but wanted to keep it hidden until it was all done, so all in all it's actually saved me a job then as Dave's one is just the thing for "Sco-TT" as I've now decided to call him!

I also showed them to another friend who lives in Canada and he wants three of them so that makes five sold before we've even told anybody else about them, so they could be a bit popular then I think at this rate David.



With a bit of Dremeling etc. then you can play around with the ride height quite easily and you can also get a slightly wider tyre in there also if you do the sides as well, and the larger width rear tyre does look more "correct" when it's viewed from the back as well we think, but just watch the overall diameter of the tyres as obviously it's got to be larger than the side winder gear, but I used the old 1980's BTCC Mondeo/ Vectra rear tyres that you can still get off Stephen at Slot Car Wales as they are nice and soft and also fit on the MINI hubs as well.

The blue geared one is off a Hornby MK2 Beetle but to save faffing about with the axle width I just drilled the face of the wheel hub out so that the axle passes straight through now and the tip of the axle actually looks quite realistic as the hub nut cover now we thought.



I also found these rather good "Dremel type" bits on Amazon recently, and as they are Carbide then they should last ages, and they certainly made light work of removing the excess resin on these motorcycles, but I actually use my trusty old cordless screwdriver laid on⇒⇒



it's side mostly to do this sort of thing to be honest as I find that it's far easier to control the speed etc, but I do have a proper "Roto-tool" thing as well for when you need more "oommmpph", but again, having prematurely destroyed the sanding hub thing several times when using it I've now worked out that you need to do any sanding in very small bursts with it rather than a long continuous session as otherwise the drum heats up too much and then the glue that holds it together melts and the whole thing flies apart!

I've also found that if you need to reduce the width of a tyre then the cordless screwdriver is great for that also as you just put the hub on an old axle and then add the tyre and then you can use it like a lathe, but just make sure that the Stanley knife blade is very sharp, and the massive torque of the cordless screwdriver means that it works every time unlike when you try to do it on the car with a normal power pack as the force of the knife on the tyre will just stop the motor very quickly rather than removing the small band of tyre that you desire. You can also sand the tyre diameter down very easily with this method as well.

I've also done these "retro looking" wheels and tyres in the past as well using the old MK2 Hornby Beetle hubs and tyres together with some Penelope Pitlane "classic" hub caps that I had several years ago now off Steve Ward when I bought one of his kits at the Wolverhampton Club Classic Race Meetings, but they sort of look like what you would have seen on the 1970's real road cars of the day when they used to have the metal trim rings also fitted to the wheels behind the hub caps.



Now, talking of other things that I've done (as we need to, to fill this bit of the Journal as several of my regular suppliers had nothing to tell me this month unfortunately), Jeremy is probably the first, if not one of the first to fully build up one of my MK2 Escort GP 5 styled bodies as you can very probably /very correctly guess that mine has not exactly gone any further at the moment other than the very green spray job that I did to make it stand out at Gaydon.



But I have made a start on some of the Fiesta "Boy Racers" as I called them, and one of them did also get finished as it was for a friend, and yes it was the green one from Gaydon also, and he's also had one of my Escort XR3 Estates as well, as you can see here.

However, there is also a metallic blue one and a "very" white (i.e. Halfords Appliance White) one on the way now too, so hopefully they will get finished pretty soon as we think that this is one of the best ones that I've done to date





given how it started out as the “rather unusual” take that SCX did on it many years ago now with the rather high rear end and the strangely “sloping inwards” bottom areas of the doors that I managed to correct once I’d cut all of the original wheel arches out by very carefully scoring along the inside of the body along the waist line a few times with the pointed tip of a needle file and then very carefully easing the lower part of the doors outwards so that the profile was more correct, but if you overdo it then you run the risk of it breaking off totally, so it really was a case of “getting it right first time” or wishing that you hadn’t even tried it if it had broken, as I’m sure that we’ve all experienced at one time or another, or does that only ever happen to me then?

I then added Superglue and Bicarbonate of Soda along the crack to make sure that it then stayed in that position, and it did, and so all in all, the plan actually worked exactly how it should have done for once then!



I then added two sets of the front arches off the GP5 Escort and after a lot of sanding and blending then it was done, but there’ll be more on that later hopefully once it’s actually finished as I now have to leave some room for a few of the regulars said Jeremy so here we go then with the latest from Mr. Turner.

George Turner News

So, having had a quick chat with George, then I finally gave in and ordered one of his Ranchero pickups together with a road version of the Austin A40 as well, and whilst we were chatting I also got the latest news from George on his recent activities which was as follows:

Good news everybody, our Willy’s Jeep is now finished and looks superb, yes it’s small, but it has lots of parts, and whereas the Tamiya one is 1/35 scale and the die-cast one is 1/30 scale, this one is actually a true 1/32 scale and is also made as a proper slotcar.

It was quite a complicated model to design but I think we managed it quite well in the end.

You have two buying options, i.e. the first one is⇒





buying the Jeep on its own or, if you prefer, you can buy it with the trailer (which is sold separately), and that has lots of extra bits so that you can make up your own individual model as it also comes with oil drums, jerry cans, tents and bedrolls.

At the end of the day this model is a bit of a gamble on our part but we hope that you will like it, as it is something a little bit different, so maybe buy one, or two, or even three hundred please!

*Ok, now onto our next gamble, which is going to be a Peterbilt Truck. I've always liked the Peterbilt, and it is going to be big and impressive. A couple of the big slotcar companies have made racing trucks but these are namby-pamby little Scania's, Volvo's and Mann's, so let's go for gold and do a big American F****. I have already started it and I'm looking forward to getting it onto its wheels soon.*



Wow, that's a bit of a surprise with the Peterbilt then and Peter is obviously better at building stuff than I am as you do actually see his stuff out there, as in when did you last see a Grahambilt vehicle out there?



However, you might also actually get lucky though George like "Chase Cars" Gareth did with his UFO cars and attract people from other walks of life/ hobbies as well, so attention all of you War Gamers/ WW2 enthusiasts out there also, Mr. Turner has done a VERY nice Jeep that would look absolutely brilliant in your dioramas etc and go down very well with all of those Airfix soldiers that everybody had when they were kids like I did, together with the various buildings that they also did, and that you can still get today like the "Desert Outpost" (which in today's world would be a franchise where you could buy every type of pudding under the sun no doubt), "Bamboo House" (and the top tip here is to never plant Bamboo in your garden as it will attract Pandas, as that's all that they eat apparently) together with the rather battered "Strongpoint" half wrecked farmhouse that I've recently used to simulate a time ravaged building that you would find deep in the countryside on a car run over the North Yorkshire Moors or in Devon etc.





By the way, “Chase Cars” Gareth is still alive and well but somewhat “otherwise engaged/ distracted” by the real world, but he does say “hello” to you all, and he was there at Gaydon also as you might have seen with his “Italian Job” Bus etc as normal.

But going back to the Jeep for a moment, as you may have seen in the early pictures of the build, George actually used Plasticard to get the shape of the Jeep, and as Mr. Caine said in the original “Italian Job” film “hang on lads, I’ve had an idea” if I remember correctly, then I too “have had an idea” and have even got as far as purchasing a Matchbox version of it as well as after seeing a recent “Wheeler Dealers” on the TV where they did the VW “Thing” then I thought that I might try to make one as it is mainly all flat panels, so “how hard can it be” thought I?



But that’s only as far as I’ve got so far though, so maybe tune in again in 20 years or so time to see if I ever get there, as I said above, you hardly ever see a “Grahambilt” vehicle nowadays, do you?



SRC News

As you will hopefully see elsewhere in the Journal, the latest news from SRC is that Dovile has now recruited a chap called Travis, who is one of their customers from Australia, to write about their latest products and other developments etc. We therefore hope that you will enjoy the latest news about their Capri as it turns out that it has now been substantially reworked from its original incarnation as a sidewinder, and if I knew where I had put my original sidewinder one then I would have shown you a photo if it, but having moved it in one of my previous “tidy ups” then currently it’s somewhere up the loft I think, but just don’t ask me where!



By the way, if you like tinkering with bits then you also need to take a look at the SRC website as they currently have loads of spare parts for their cars on there at ridiculously cheap prices in some cases, and that meant that Marc Abbott and I got rather carried away when we took a look at it recently as you can tell by these pictures of just some of the stuff that we ordered!

Amato Chassis Design News

Even though it’s been Summer, Angelo has still been beaver away with his computer and⇒⇒



printer and has now come up with a very useful chassis for the Hornby Scalextric/ Superslot Bentley GT car which I'm sure will go down very well with people as it is a very large car than could do with a bit of help to make it perform as well as the rest of the other Hornby GT cars do, well on our track at least, anyway.

He's also done one for the Revell Lotus Cortina as well, and that again is a most welcome addition as they really were a handful to drive when they were new once you'd removed the magnet, and we actually used to race them as a separate one-make class back in the good old days, but that was after adding a



Ninco "Springy" guide, but you were still struggling to keep them on the track at times, but I actually liked them a lot, unlike everybody else in the Club!

And Finally

Whilst Jeremy has now become the longest serving Editor of the NSCC to date, I am trying to keep up with him, as I've also now managed over five years as the writer of this bit, which is very scary, especially when you realise that that's actually getting on for around 1/10 of my life!

But for most of my life, England has been a part of the EEC/ EU/ Common Market or whatever else you may want to call it, but as we're now going to be coming out of it pretty soon then if you live in England you might want to come up with your own "No Deal" contingency plan to be honest as for those of us who regularly/ occasionally buy the odd thing from overseas then as you probably already know then if it's sent from the EU to England



then it usually gets here “free of Import Duty/ VAT/ Handling fees” etc. whereas if it’s actually sent from outside of the EU (e.g. the USA or Canada) then you can often get stung at the docks for these additional, and usually deemed to be “unfair” additional costs by the powers that be, as being in the EU is the only reason that it doesn’t apply to us now if we buy anything from Spain or Germany etc., as I have done in the past via eBay etc.

But, once we’ve actually left the EU, then unless things carry on the same as they are now, then these additional “costs” could well start to be imposed on us whenever we buy anything from anywhere overseas as I see it, so perhaps it’s time to start buying all of those things that you’ve spotted but have never got around to just in case the worst case scenario happens, as you wouldn’t really think that it would affect us with slotcars, would you, but I reckon that it could if things don’t go our way in the end.

I also saw on the news recently that we now need to launch/ develop our own satellites as well as the EU will no longer let us use theirs for our Sat Navs once we have left, which won’t affect me as I still use a map, honest, but I bet that most people were not exactly expecting that one either, were they?

But whatever does happen in the end, it does make me wonder if Noel Edmunds should have been the best person to have negotiated our position throughout the whole process though as he has been considering the “Deal or No Deal” scenario for several years now on the TV, and with all of that experience, then surely he can’t have done any worse than the current lot has so far, can he?

By the way, I have now finally got there with my garden path slabs in the end as well now, but I still need to do the re-pointing on the much larger actual patio area now as well, so that’s something else that’s going to distract me from building my slotcars once again then unfortunately, but I’ll hope to see you all next month if it all goes to plan, so until then enjoy what’s left of Summer. ■

H is for Hawk Model Company, Hasegawa, Heller, Hermanos Segura, Historex, Hornby, Hubley Manufacturing Company and Humbrol.

Hawk began manufacturing Balsa Wood aeroplane kits in the 1920's, which according to Arthur Ward were a craze at the time. In his 2004 book 'Classic Kits', Arthur mentions that they are most famous for their Weird-Ho's fantasy kits, which usually included components from a previous Hawk scale model as well as a manic character. Other plastic kit manufacturers beginning with an H include Hasegawa, Heller and Historex figurines. Arthur points out that Heller teamed up with Airfix and Humbrol under the Hobby Products Group banner, with all Airfix kits being made in Heller's factory in Normandy at the time.

Hermanos Segura are mentioned in Paolo Rampini's book 'Slotcars made in Europe 1930 to 1980', but not pictured. They are credited with manufacturing a diverse range of good quality slotcars made in Spain.

In 'Table-Top Car Racing', Richard Dempewolf mentions both Hawk and Hubley as supply sources for 1/24th scale components.

Graham Pritchard and I have been looking back to see when Hornby strangely decided to

put the Hornby name, previously only really associated with model trains of course, onto their slotcar chassis instead of Scalextric, a brand name other manufacturers would die for. I guess this brand confusion has had some results, as we all now head off in November to our 'Hornby Weekend' at Ramsgate instead of a 'Scalextric Weekend', which it is really, of course. Even Frank Hornby himself used more appropriate brand names for his non-railway products, such as Meccano and Dinky. Granted though, Dinky cars did say Meccano underneath, so perhaps there is a precedent?



My Dad's XR3i still has Scalextric moulded on the chassis, but I have checked my Sauber Mercedes and one has Scalextric and on the other the Company have gone to the trouble of fitting a new plate to the mould saying Hornby Hobbies Ltd instead.

On the similar era Le Mans Porsche the





Company obviously took the opportunity of changing the branding to Hornby when altering the wiring arrangement to the slot guide from eyelets to contact strips.



I was going to leave Scalextric cars until we get to letter S in the alphabet, but it is interesting to take a look at those highlighted on eBay when we search for Hornby instead within the (ironically) 'Scalextric and Slotcar' category.



Graham has pointed out his yellow Camel Lotus still had Scalextric on the underpan, but since then it appears most have been Hornby instead?

Let's see how the above makes are faring on eBay these days, firstly with Hawk models and then Hornby:

Hawk Model Company eBay Top Ten

1. Weird-Ohs "Digger" The Way Out Dragster Kit with "Horrible parts of fine mouldy polystyrene" £8.99 (273210871118).

A couple of Hawk Model Company aeroplane kits also sold on eBay too recently, but that's all.

The Digger is a static kit which is still sealed so we only have the box art to judge it by, but it appears to be a rail type dragster with an over-scale monster driver in the bucket seat at the rear. The seller listed the kit as being made in China in 2006, but the artwork looks like 1960's, so it could possibly be a re-release of an earlier kit.

No Hermanos Segura items sold on eBay recently.

Hornby eBay Top Ten

1. Hornby Scalextric T45 Team Leyland Truck £175.60 (132669960504).



2. Hornby Scalextric Super Speedway Nascar Set including Ford Taurus cars £165.38 (132622313064).

3. Hornby Scalextric GT40 Set including #6 Gulf and #11 Dark Blue/ Orange Stripe cars £161.56 (302785217628). ➡➡



4. "Triang Hornby Minic" Minic Motorway Motorail Set including Green Aston Martin DB6, Red Dock Shunter Loco, drive-on railway wagon and loading ramp & tracks £135.00 (142899731256).
5. Hornby Visitor Centre Scalextric Audi R8 LMS £120.00 (263872080610).
6. 24 Hornby Hobbies Slot Cars including F1, Supercars, Minis, Police and a yellow MRRC Porsche Carrera 6 £119.25 (323371075623).
7. Nine Hornby Scalextric Cars including Silver BMW M1 and accessories pack £110.00 (142897454693).
8. Four Hornby Scalextric Ford Taurus cars including Citgo, McDonalds, Motorcraft and Tide £83.47 (113211440702).
9. Hornby Du Pont & Frosties and SCX M & M Nascars £78.86 (142906556672).
10. Eight incomplete Hornby & Slot It Le Mans cars £76.93 (283049079619).

A good price was achieved by the T45 Truck, and it was a nice surprise to find a Minic Motorways set in fourth place. I do have a soft spot for the great range of vehicles they made. I don't have a Minic Aston Martin yet, but as you can see, four MK11 Jags have found their way into my collection so far.



I have to admire the brevity of the description on item 10, "nice lot" with no other details. The Ferrari 512S Coda Lunga looks like a Fly model to me. A number of these listing were in the USA so it would appear that perhaps Americans do think of our cars as Hornby rather than Scalextric?

There are many Hubley cast iron toys that have sold on eBay recently, including a Santa's Sleigh for £3,731.49 (392074423514), and some

gorgeous cast iron racing cars and motorcycles, but I could only find one slotcar related item, a junkyard lot for £7.69 that included some Eldon cars as well (323344197962).

Monthly Worldwide eBay Top Ten

1. Aurora HO T-Jet International Wrecker Truck, White & Yellow £1,788.81 (232897283687).
2. 36 Aurora HO T-Jet Cars plus Wrecker Truck £1,538.75 (163206093695).
3. 65 Modern mainly Scalextric Cars £1,500.00 (263880018305).
4. Classic Slot Alfa Romeo Spyder Senorita with lady driver £1,341.86 (223070211062).
5. Scalextric Vintage James Bond Aston Martin & Mercedes £1,200.00 (202349530780).
6. Slot Classic Pegaso Z-102 Mille Miglia Yellow & Red £1,162.83 (223070217839).
7. 70 Tyco, Auto World and AFX HO Cars £769.38 (183289635622).
8. Aurora HO T-Jet Orange and Black Dodge Charger £769.37 (382539979231).
9. Neckcheese 1/24 Decal set (6 available, 8 sold) £715.52 (182962139302).
10. 6 Aurora HO T-Jet Cars plus incomplete Wrecker Truck £623.97 (372407728524).

Well, it looks like the Aurora HO collectors have been active this month and the Wrecker Trucks certainly seem sought after. As for Scalextric cars, Item 3 looked like a somewhat unclear listing as the seller kept fiddling with the contents by selling some cars off in between in different auctions and adding other cars along the way, apparently "adjusting the price accordingly". I hope the buyer got what he thought he was buying. Biggest surprise is the price achieved, apparently eight times so far, for a single decal sheet at £715.52. Apparently these are new decals drawn and computer printed by the enterprising seller onto decal paper. I can only assume 1/24 scale decals are rare, or some of them are unobtainable elsewhere?

Apologies for being brief this month, but I need to venture into the loft now to grab some track so I can build a six lane Scalextric layout inside our local church tonight, ready for the village festival tomorrow. ■

