

Club Lines



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The Official Newsletter of the Australian Scalextric Racing and Collecting Club ^{INC.}

www.scalextricaustralia.com

In the spirit of friendly competition and mutual co-operation

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C 2488

Ford Focus

“Police Car”



Well, its been a long time coming to this house, but finally we have a Police car to restore a little law and order back into our 32nd scale world. Actually thought this would be a good car for the wife, it is sometimes a bit like having the Sheriff permanently in town. This car would be right up her alley.

We've done a review on the little focus rally car late last year, so we'll just move through this concentrating on the best bits. This car is mechanically identical to the little Ford Focus Rally car that we reviewed late last year. The lights and sirens of course are very much new though. There have been a few police cars come out of late, but working siren and lights is new..ish. I don't think they have had one out for a while now with this mechanism.

So, no more, eeeeeeoorrriiii, eeeeeeoorrriiii!! ..as your children chase your speeding Scalextric sedan. Yes take warning that whenever you visit this Cashmere track now, keep to the posted speed limits, there could now be a little surprise hiding in the shadows!..sorry..., keeping out of the sun, whenever you least expect it. Anyone who watches “The Bill” will recognize this cars paint scheme immediately. Light blue and green

checkers, with some really flash silver wheels. The word ‘Police’ is painted backward on the bonnet of the focus....(not going there!) There's also the tiniest little Ford badge tampoed on the grille. Like I've mentioned previously here, this car has certainly captured the sound of a real Police car. It sure sounds like any police siren I have had the misfortune of hearing behind me.



Upholding the Law and keeping the peace on the Scalextric track.

On the ‘beat?’

The Police Focus, like the rally Focus, is a pretty sure-footed little beast, the magnets are able to be moved around identical to its rally version predecessor. Standard little Mabuchi Motor should see it perform to expectations. Blacked out screens on this one, all the lights flash blue, and strobe side to side in sequence both roof and headlight sets . You might want to be careful when the kids use this one, its not impossible to knock the lights off the top. I don't know how easily the lights can be fixed, but perched on top of the hood makes them an easy target in a roll over. I don't expect replacements will be too easy to come by. All in all, a great fun Police car and she's certainly being put through her paces here. Who knows, it might end up stripped down and wind up at an Auction just like its 1:1 scale counterparts.

Excellent stuff!
Dave H

ARMCHAIR RACER

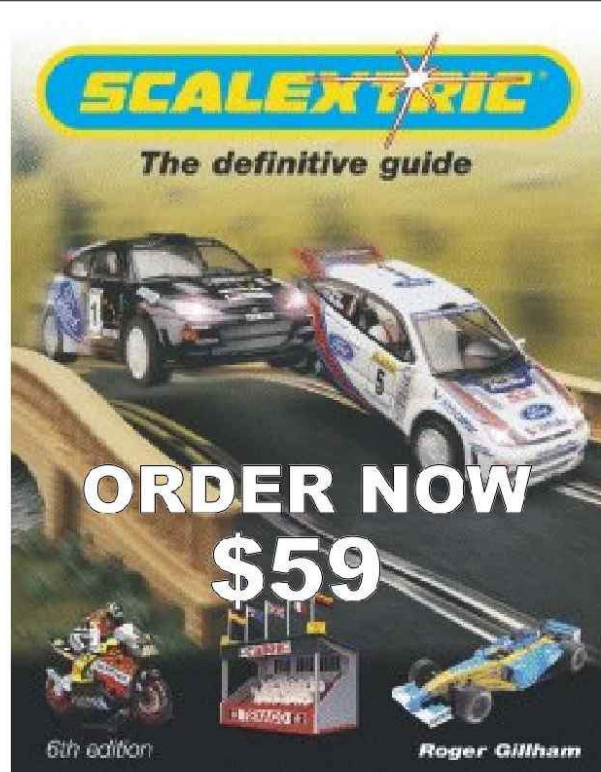
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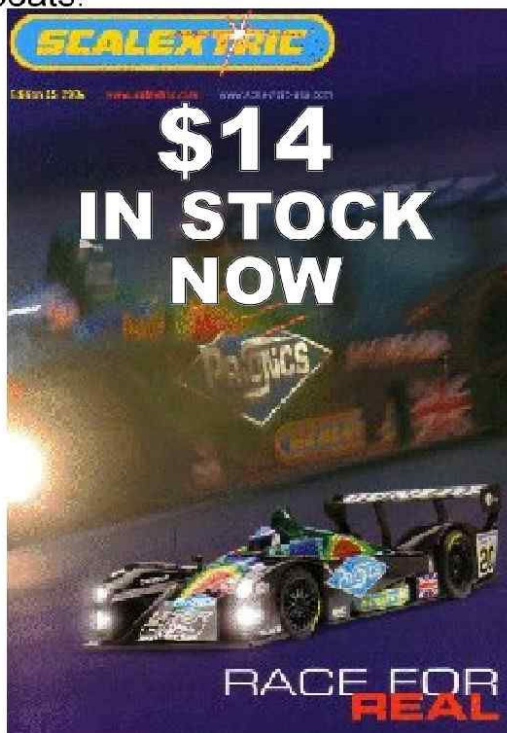
Rogers 6th Edition

The latest and best yet book by Roger Gillham on Scalextric, "The Definitive Guide", is due to be published around September 2004. This 6th edition now has 240 pages and some 700 colour pictures. Featuring not only the interesting history but all the UK cars, sets, track, buildings, engines, guides and accessories made since 1957, it also includes specialist chapters on French, Spanish, Mexican and Australian made Scalextric. In addition to the early tinplate Scalex and Startex clockwork cars there is now a chapter covering the large range of attractive 1960's Scalex model boats.



C8162-45th Edition

The 2004 edition of the Scalextric catalogue is published with a new format. Scalextric have returned to the portrait A4 format with a massive 76 page issue. Real action shots of race cars have been included to add to the drama of full throttle race action. Our new Lister LMP car graces the front cover and inside you'll find information about our new X-treme Racing Sets, Moto GP motorbikes, Sport Digital multi-car per lane racing, Sport World Internet racing and performance tuning as well as Scalextric new range of solo race cars.



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for the latest released slot cars

Issue 122

March 2004

The TVR 12 Speed Challenge



In 2003 the local race group ran as one class of its regular meets a single car class. A specific model was stipulated, but any livery (including repaints) was allowed. In 2002 it was the BMW M3 that had its time in the lime light (and what a brilliant class that turned out to be!). In 2003 it was the turn of the 12 Speed TVR!

Initial comments about the TVR generally led the uninitiated to believe that these cars were not a very good race car, let alone a good looking one! We began to wonder if perhaps we had chosen poorly, but with the advent of the club car, there was just no turning back. We had our hearts set on putting two! not one but two! Club cars on the track and not only show how good these cars looked on the track, but to prove to everybody in the competition just how well these cars actually went!

The first meet of the season saw a wide variety of liveries show up including one those pleasantly ugly and loud “PURPLE” TVR’s. Unfortunately for those who scoffed at this car, they were unaware that it was to lead the Challenge series for four months before finally falling victim to one of the club cars in round five. The two club cars were to run equal second 2 points behind the purple car from round two to round five where they were then to battle it out for the rest of the season in first and second place!

Did everyone cut these cars some slack, purely because they were club cars? Only in practice!

In the first race of the year a member was heard to say when both cars started out on their odyssey “well, the value of MY mint boxed ASRCC 12 Speed TVR Club Car has just gone up by a factor of two”! To which the cheeky reply came “I actually believe these two cars are now the rarest you’ll ever see... where else have you ever seen a club car do authentic laps!”

The second round of the year was also to bring a gem. Whilst indulging in some pre round practice, both club cars soon found themselves trundling around the track in a fashion befitting a car of their breeding, parading, as it were, until the host, who happened by said tongue in cheek, “come on boys, let’s see a bit of action” to which he was to add in a slightly alarmed voice about twenty seconds later, “jeez guys, I was only joking” as the cars took off at the end of his first comment, behaving like a pair of Nascars!

The end of the Challenge series was to see the club cars first and second, separated by four points, with their nearest rival (which was the pleasantly ugly, but by now well respected, purple TVR) in third place 12 points behind!

Not only did this turn out to be an exciting series, it definitely changed a lot of peoples opinions of this particular model, and it is now a well respected addition to any collection!

There was one member, though, who showed up with an all blue TVR that had had all its decals removed. They had then been replaced with two white stripes running from nose to tail, which made the car look amazingly like a Dodge Viper! He often jokingly said that it had been a club car and he had removed all its decals!

I was never really able to tell if he was serious or not...

Getting your photos ready for the newsletter...

Here's something for our budding new digital photographers who are beginning to look more closely at the world of slot car photography. So you have your new camera, why are the shots looking great in front of you on the computer screen, but are proving difficult to transpose that to Club Lines.



No light/ flash off/ both these next 2 shots are of dodgy quality. The good stuff will be explained later.

One thing you may need to look at is lighting. Lighting not only makes it simpler for your camera to capture the image, it also lets you 'wash out' or flood the subject with light and reduce the chance of the finer points of your image being lost to the shadows. There are many ways to solve these problems and most are simple and cost effective. Some of the photos I've taken here were with a 5 year old 1.3 mega-pixel digital camera. So you don't need the latest technology to get those great slot car pictures.

So, first thing you'll need is some lights!
But where do you get them??



*Same shot.
2 x 150w from either side takes care of shadows. Increase in size.. 2kb larger compared to shot above without lighting.. Flash set to off position on camera.*

Some of the car accessory shops and hardware stores now have many great deals on floodlights be it either big 2x 500w lights on a portable stand to floodlight a large area or smaller 150w hand-held lights if you need to quickly throw some light in from the side while your taking small car photos. By learning how and where best to use these lights, your shot can immediately go from ordinary to extra-ordinary with the simple flick of a switch.



Large 1500w light on ceiling

For my shots here, I have a 1500w tennis court light that hangs off the rafter framing in the shed. It's about 400mm wide x 300 high. Placed directly above the track, this is more than ample to give you good light from above throughout your main target area and get you well on the way to ridding the room of the small quality robbing shadows that are thrown out from under

the car. To give you an idea of how bright this light is, if you accidentally glance at it, (because there's no way you would look at it on purpose), you'll have to stop for a good minute or more until your eyes return to normal. A little tip, **always remember to have all your electrical equipment checked regularly by a qualified electrician**, especially these types of things that draw enormous current through the leads. So, now we have good quality light flooding the room and depending on where you have placed the cars on the circuit will dictate where we need to use the smaller lights. So car in place lights about right and its right about now you'll want to take your first glance down the camera lens, and see what your next move is. How close you place the side lights will depend on what kind of shot you are after and how much of the cars detail your about to bring forward. The two shots on the other page were just blasted off and eventually you'll see how we are able to move right in and get a lot of information and detail about the car from the photo. Most times by placing the small 2x150w's on either side of the shot and its by placing these just so, you can wash out the remaining shadows, and that will almost always be good enough for the average full shot of the car. That's the main problem. Under the car, the darkness is magnified in the captured image, but you'll hardly notice it in your set up.

Close up or 'Macro' settings.

The next thing is to move in for the close up. The cars have fantastic detail these days and you'll want to capture every piece of it in your shot. This method is a little more involved. On most digital cameras these days, you'll find a macro setting in the usual set up of the camera. Its usually easily accessible, most times a dial that can be turned to set the macro is right on top of the camera or a button that can be quickly switched on. This setting allows you to move the camera in to as close as 4 inches away from the car and capture all the great detail these cars now have and even read the tampo printing. If the tampo is sooo small, sometimes it's just quicker to wait until day and go outside and take the shot in broad daylight.



With close ups, take 5 or so shots. Most cameras automatic focus features are great and good enough for the job your about to do. Let's say we want a front-on shot, looking straight at the grill.



Close up front 'grille' PorscheTampo

Start about 4 or 5 inches away from the car. Looking through the viewfinder to a point that's about 5 inches in front of the car, start taking 5 or 6 shots, then gradually move the camera upwards to the roof of the car taking shots as you go. While the camera is on the Macro setting, the lens will automatically focus on whatever is in the centre of the viewfinder as you slowly move upwards. Give the camera a chance to catch up as you go. You'll soon know which shot is the winner when you look at the 5 or 6 you just took. One will have a good balance of the entire car. By this I mean a combination of front grille, interior including driver and the roof. What you'll want to finish with a great detail in the middle of your shot and either end of the photo going away, out of focus. Just your basic overall good shot. You'll be amazed at how many great shots you'll get with this method and

even though you were originally after something else, you might just actually jag a winner without even trying. Eventually getting used the manual focus will save you having to take so many trial shots. Also, try not to use the flash, it tends to just obliterate everything in front of the lens, and yet still manage to lose either end of the car in complete darkness. I was a told that if the camera flashes automatically, you don't have enough light. So something there to keep in the back of your mind.



2x500w/ \$37.00 complete with 5ft high stand

Oh and always watch out not to leave your cars under the bright lights if the lights have been close. Move quickly people, these lights can generate heat..... Don't forget this!!

Now, how to get your photos onto the Club Lines Editor.

So, you have some great shots. How do you get them into the magazine? Many people are now sending photos to us via the website which is really great. That makes it simple to keep

everything together. However, sometimes we are unable to get them off the site. You can make it easier for us. Look for somewhere on your computer to reduce your file size. It should come up as a screen. You'll see a little sliding thingy, and use this to reduce your file size. You can reduce it up to 50% and still come away with a good shot in the magazine.

Most shots we can use, only a very small number are lost to a sort of mysterious cyber slot car photo thief. Because the file size has been left at the maximum setting, they are too big to get down the line and into the **INBOX**. A situation which has now been addressed by the committee, and with technology moving on a little further along for the club in 2003, we should be able to receive more and more all the time. Keep trying, contact someone here to find out more and lets see your great photos. Get in touch with someone and ask how its done. More and more, we see great images popping up on websites around the world sent in from Oz. Lets do our best to get them into the magazine here first.



Dave Hannaway

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The Homebrew 1000:

'There's a track winding back to a well worn Slot Car Track I'm on the way to Prince's Park!

...With the Johnson motors blowing and the RX poles a' glowing, under a fluoro's spark ... With a Mini on the inside just waiting for me...
Pretty soon I'll be in, Slot car ecstasy...'

Singing my own cheery version of 'Road to Gundagai' as I walk down the driveway of the well known West Guildford address anticipation is high as the racing season is once again upon us, as is the annual running of the Homebrew 1000. Now in it's twelfth year the diorama is showing a bit of wear & the track pieces aren't as black as they used to be but the circuit proves to be as popular as ever with members trying to RSVP virtually right up to race time looking for a start!

Being a Scalextric only night the green flag is waved and racing gets under way with Mini class 2 being contested first up by a couple of young guns in Nicholas Drury and Tim ('The Mutant') Holman both driving Type Sixes, with Nicholas proving to strong over the ten laps to take a good win. Kathy Watt (Rod Holman) tried to avenge Tim's loss with a Type Seven but was given more of the same by Nicholas who appeared to be right at home with the twisting layout of the Park and had another convincing win.

A couple of heats later it was Steve Terry's turn to rough up the competition with his red Type Four (no flared guards) when he gave a pasting first to Steven Drury 's Type Six, and then delivered another to virgin racer Rod Clark driving a borrowed yellow Type four.

Next it was my turn to get the "Home Track Advantage Monster" off to a good start by lapping Rod Clark with my all red Type Four (this time with guards) but the next heat against Peter Drury's yellow Type Five was another matter. Going in what is designated the reverse direction (clockwise) I got the jump on Big Pete off the grid and led him through the esses, across the short front straight and up the ramp

onto the main (or top) straight building a lead of about six car lengths by the time I had got to the end of the straight. Not the least bit disturbed by my good start Pete chased my flying mini down the ramp into the chicane curve and across the flat level crossing all the while rocking & rolling and laying the tail out but having a ball and more importantly not losing any more ground as we drove around the sweeper, through the hairpin and into the Goodwood chicane, exiting onto the bottom (not back) straight and finally back onto the pit straight to start another lap. Pete kept the pressure on lap after lap, sometimes gaining on the top straight, sometimes losing ground in the chicanes but never letting me have an easy time of it and giving the spectators their money's worth. It wasn't until late on lap eight that Pete had his second De Slot and allowed me to get the gap back to about six car lengths, which I maintained to the finish line and an appreciative audience.

Al Quinlan's all red Type Three with narrow tyres was the next to feel the wrath of the Monster but considering this car has only recently been resurrected after spending the last 20 years in pieces under a stairwell it did a pretty good job against Eric's rampaging Type Four which also clocked up a pair of wins for the first event.

Formula 1 Class 2 followed and already the night was taking on an ominous hue for the visitors with Steve Terry driving the ex Ralph Watson blue Matra Ms11 and absolutely thrashing (it's the only way to describe it) firstly the JPS Lotus 72 of Rod Holman in his first heat and then Peter Drury's McLaren M9a in his second winning with margins of nearly 3 laps!

Lexie Terry was the next to Monster the opposition with her Ferrari B2 Longtail and proved that when she stopped talking she could actually race and race well with victories over Rod Clark's Yellow C37 BRM and Al Quinlans very nice looking green Lotus Indy (which is another one of the stairwell cars) while Steve Colin-Thome's winged BRM won a hard fought tussle over Eric's Ferrari B2 and then Chris Uttley's blue C37 also giving him two heat wins for this event. Other winners were Tim Holman

& myself picking up a couple of wins driving BRM's respectively.

Formula 1 Class 4 cars were now on the track and while some of the cars were not the fastest or prettiest there was still a few good stoushes to be had with Lexie driving her Single Seat Racer (SSR) GQ liveried car to victories over Steven Drury's 007 Tyrrell in the first heat and Stephanie Colin-Thome's SSR Virgin Cola car in the second. Other dual heat winners in this event were Eric with his Simpson liveried car putting the pressure on my own GQ car and eventually forcing me into three De Slots and a DNF thereby ruling me out of a top of the podium finish and in his second heat trying (but not being allowed!) to lap Chris Uttleys immaculate and complete Brabham BT49. Steve CT also had a pair of wins with the Virgin Cola car triumphing over Big Pete's FW07B Williams and the 007 Tyrrell of young Nicholas Drury.

The Roving Billboards were next and it was interesting to see how some racers struggled to drive the Class 2 Nascars around the Park (which would be akin to the Bristol Stomp, A ½ mile oval and insanely steep) while others thoroughly enjoyed these big heavy cars and the racing they inspired. Steve Terry's loose #18 **Bobby Labonte** Interstate Batteries Pontiac survived close calls with Nick's #20 **Tony Stewart** Home Depot Pontiac & Lexie's #10 **Johnny B** Valvoline entry, while Eric's #14 **Ron Hornaday** Conesco Pontiac was too strong for Rod Clark's #20 and Stephanie CT's #12 **Jeremy Mayfield** Mobil 1 sponsored Ford Taurus.



Meanwhile Steve CT (who had been hunting Home Track Advantage Monsters all night) Rubbed Junior Monster Lexie's #10 in a Rough & Tumble encounter in which she eventually earned a Black Flag & a couple of De Slots from the "Boys in the Big Red Truck" forcing her to concede the race in Driving Miss Daisy mode while in his second Heat he delivered a good old fashion Stomping to Tim's #5 **Terry Labonte** Kellogs Chevy. Being another one who really enjoys Nascars my Home Depot #20 delivered an even bigger Stomping to Tim's Chevy (which had jumped up a Class) and had another big win over Steven Drury (also Driving a #20 car).

With the end of the night in sight the final Class to be contested was Formula 1 Class 6 and as it's been a while since these cars were last on the track a lot of the drivers had trouble coming to grips with the wide axles and lack of manoeuvring space when trying to pass which resulted in no less than 3 Black Flags, 7 DNF's & a host of De Slots but when the cars stayed on some spectacular racing resulted. As Lexie had stopped talking again her 018 Tyrrell was too strong for Nick's B189 Benetton and then Tim's 643 Ferrari both of whom struggled to keep their cars on the black stuff. Eric's B189 was on song as was Kathy's Tyrrell and the pair indulged in some classic paint swapping / tyre banging Victory or Death racing (must be the M&M's) that had everybody watching cupping their hands and nervously waiting to take a great Slips catch. After being awarded a Black Flag & two De Slots Rod was forced to back off (I think the chocolate wore off) thus giving Eric the win.

The Classic Crash of the night was awarded to Chris Uttley, who while having borrowed Steve Terry's 018 Tyrrell was indulging himself against Peter Drury (also with a Tyrrell) when he a big moment on his own a the end of the top straight, losing the car under acceleration in the corner, barrel rolling it onto the user friendly cushions and up over the side wall of the track, toward a startled Alan Quinlan, who, sounding like a seagull from "Finding Nemo" dived after the car with arms flapping shouting MINE!...MINE!!...MINE!!!

and disappeared out of sight at the side of the track. With the crackling of shattered plastic we knew with a sickening certainty that gravity and the car had beaten Al to the concrete and he reappeared a moment later with most of a Tyrrell in one hand and part of a Tyrrell in the other, the car having smashed the rear wing off at top of the mounting pillar when it hit the deck. After a short break while a new wing was fitted Chris resumed his stint and was soundly thrashed by my own 018 in his second Heat (the reason for which was soon to become apparent).

Two Heats later Steve T struggled to a victory over Stephanie CT with the ailing Tyrrell and in his second heat the cause became clear as CT claimed another Home Track Monster scalp with an easy victory over a Tyrrell that had in addition to smashing the rear wing off had also bent the rear left wheel rim on the axle on impact with the concrete and therefore just couldn't handle properly in the corners causing Steve to crash out of the race.

Talking to Eric earlier in the week he broached the subject of what would happen in the event of a tie on the leader board at the end of the nights racing and it was decided to give the racers involved the option of a 'count back' or 'race off' to declare the winner of the meet. As this is exactly what happened a count back was done and found that both racers involved had nine wins & one second place each so it became a race off with the winner of the toss, Eric (who must be psychic) choosing Mini Class 2, while CT, who had the option of lanes chose the inside.

With CT's yellow Type six and the 'Yellow Terror' Type Four of Eric's placed on the grid for the decider (this time to run anti clockwise) the tension is palpable as the red lights on the gantry flicker across its face toward the green "GO" signal, on which CT got the jump on Eric and led him down the Pit straight into the Grandstand corner, through the bottom straight and into the Goodwood chicane, then into the hairpin and around the sweeper, barely keeping the lead as they crossed the Flat Level and into the chicane curve leading up the ramp and onto the top straight... Three laps in and CT holds a narrow lead as the cars charge down the

"off" ramp, across the short front straight and into esses before starting another lap... Five laps down and Eric's knowledge of the circuit begins to show as he closes the gap to CT and the cars are neck and neck coming out of the hairpin and around the sweeper before heading towards the Flat Level Crossing and the chicane curves beyond...Lap Seven, and The Home Track Advantage Monster finally snatches the lead from CT in the esses and rockets across the Flat Level Crossing into the Pit straight with CT a car length behind as they enter the Grandstand corner and into the bottom straight once more...Lap Eight, and Eric has built up a lead of about two car lengths leading CT across the top straight and down the ramp onto the front straight before entering the esses where disaster strikes as the car cartwheels off the track into the tree's to the chorus of "STOP!" from the marshals as CT regains the lead heading into the Pit Straight. With "GO" called the race resumes but CT has built a lead of about six car lengths as he leads the Type Four through the final lap and across the Start/Finish line to become The Homebrew 1000 'Champion' for the year 2004.

Top Five: Steve Colin-Thome, 48Pts
 Eric Terry, 48 Pts
 Sid Terry, 45 Pts
 Steve Terry, 43 Pts
 Lexie Terry, 42 Pts

On behalf of New South Wales Racing I would like to thank Eric Terry as Host of the Princes Park Raceway (The Homebrew 1000) and all the members who attended the meet who made it a thoroughly enjoyable night and I look forward to seeing many more faces during the course of the year.

Cheers,

Bfc.



The Homebrew 1000 Trophy

PRINCES PARK: A HISTORY

Part III

DIORAMA

Chapter 5

THE HUT of Dr MOREAU



The First Aid Hut

“If it's still breathing when it comes in, it won't be breathing when it goes out”!

Need some first aid? Well, we can help, but only if you're an inch high and drive 1:32 scale slot cars. This chapter deals with one of our more unique themes prevalent throughout the track and although it may seem strange to some, it is just another story that needs to be told. Having raced the full sized version of a stock car a few years back I became aware of how important medical services are at racetracks, and that no motor sport event should be run without at least the basic first aid facilities being available. Having said that, however, and taking a reality check with our version and scale of motor sport, we decided to put a different slant on the whole thing with a "tongue in cheek" look at the first aid facilities of Princes Park.

Rule 1...never get injured! As can be seen from the pictures, the track ambulance is actually up on jacks, as the front end has chosen a most inopportune moment to fall apart. We suspect

this is the work of Eco Vandal before he became environmentally unfriendly.



The broken Ambulance (see Eco Vandal lurking in the background)

Rule 2...if there is going to be an injury, make sure it's somebody else!

After temporary repairs and a short ambulance ride you find yourself being lifted out of the ambulance and carried towards the first aid hut. It is about this time that you realise that the stretcher-bearers are Vincent Price and Bela Lugosi. You begin to think there is something wrong! Your heart sinks as the first aid hut towards which you are being carried suddenly takes on a sinister appearance and begins to look more like a Little Hut of Horrors! Your worse fears are realised as the door is thrown open by none other than Dr Moreau himself. As you are hustled inside you see several heads lining the shelves on the back wall, and, with a feeling of complete dismay, you realise that every one of them is better looking than the one you were born with!



After a quick discussion with the Doc, you realise that even the cheapest one is out of your price range, and you'll have to put up with the same one you've had all these years! However, there is a special on this month, on left arms - buy one get one free.

Just when you feel that the nightmare couldn't get any worse a giant hand descends and rips the roof of the hut and two giant heavily bearded faces swim into view. At this point a booming voice says, "this is our first aid hut...not bad ay".

After being rescued from the insanity of the First Aid Hut you have been sent to the Marshal's Hut for a good old-fashioned dressing down by the marshals for having the audacity of getting yourself injured. Looking around the Marshals Hut you realise that things have returned to normal.

For now.....

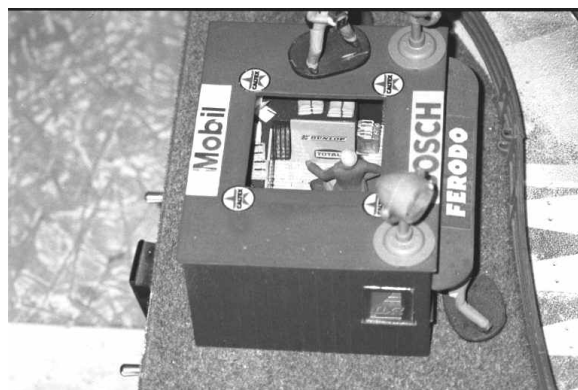
The Marshals Hut



The Marshals Hut is small, brown and a somehow over officious kind of a building in which resides a typically annoying kind of Marshall, which, after a brush with the bizarre First Aid Hut occupants, is the last thing our badly shaken little 1:32 scale plastic dude needs at this point! Lining the walls are a couple large book cases which contains an inordinate amount of technical books which neither you or the over officious Marshall are interested in. The book the Marshall is interested in (but which you are most definitely not!) is the one he is waving about quite excitedly. This is the Princes Park

Rulebook (more commonly known as The Big Red Book!) Having failed to heed the advice given to you, ie "don't get hurt" by those that have raced here before, you are now receiving your just desserts. Glancing around the hut while all this is going on you see that the books are actually made from sheet styrene and painted various colours with writing on the spines to simulate titles. The whole book case, as well as the desk, which stands dejectedly before the Marshall (it's obviously seen a lot of this kind of thing!) is also made from the ever-faithful sheet styrene!

After having been chewed out for a solid 20 minutes by the Marshall with The Big Red Book, you are allowed to leave. Muttering and glancing over your shoulder as you trudge dejectedly away from the building you notice two things. One, there are a very large set of spot lights mounted to the roof which look like they were stolen from a railway yard, and, if you were to look really closely you would realise that they actually were stolen from a railway yard and ; Two, the Marshals hut is actually a building which is manufactured by Airfix! Your first impulse is to walk back and tell the Marshall (who is a Scalextric dude as well) these two earth shattering points. On second thoughts, you keep this to yourself and settle on hoiking a brick through his skylight instead!



The Airfix Marshalls Hut

**MARZO
MARCH**

Ferrari 512S CL

Ref.: C 72 / 88097

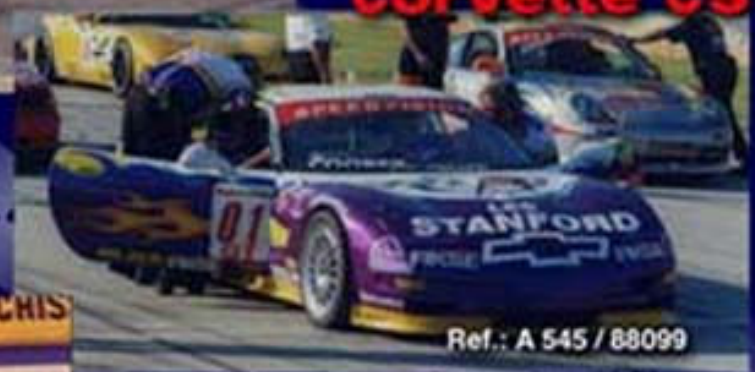


Alfa Romeo 147 GTA



Ref.: A 723 / 88112

Corvette C5



Ref.: A 545 / 88099

BMW 3.5 CSL

PLAQUES REFLECHIS



Ref.: A 683 / 88095

LOLA B98/10



Ref.: A 508 / 88096

Porsche 908/2

Ref.: C 407 / 88098



NSW Racing
Presents
The Next Event
At

ROBS RACEWAY

Host: - Rob Thurlow
Race Date: - 3/04/04
Venue: - Robs Raceway

RSVP: - 26/03/04
Contacts: - Sid Terry Ph 9769 – 1925 after 7pm
Steve Terry Ph 9864 – 8616 after 7pm
e-mail slartibartfast@optusnet.com.au

- Event 1 – Scalextric F1 Class 1 C87 Vanwall, C88 Cooper, C63 Lotus & C62/C90 Ferrari 156 only
- Event 2 – Scalextric F1 Class 2 Powersledge cars only
- Event 3 – Scalextric T/R non mag Class 2 excluding AMG Merc all, Opel all & Vauxhall all
- Event 4 – Scalextric Mini Class 4 Ford Fiesta XR2i only
- Event 5 – Scalextric T/R Class 4 VW Beetle, sedan or Cabriole only, I will supply cars if needed

Points

1st 5 points
2nd 3 points
3rd 2 points
4th 1 point

10 laps/heat
2 heats/event
5 Deslots = DNF (normally 3 Deslots but these cars are seldom used)
2 Black Flags = DNF
1st Black Flag incurs one Deslot

Track opens 5pm. Racing starts at 6pm

Supper provided, donation requested, BBQ sausage sangas provided.

Code of Conduct

It is recommended that all participants be financial club members and/or acknowledged guests of the host. All participants must remember that they are invited guests and should behave accordingly.

THE PORSCHE 917 UP TO 1971

Part 1

UP TO LE MANS 1970

(continued)

In September 1969 it was announced that John Wyer would be running the Porsche team for the 1970 championship, with Gulf oil sponsorship. In October John Wyer and John Horseman attended a Porsche test session at the Osterreichring with the absence of the Porsche aerodynamicists. John Horseman was able to take a 917 and make modifications to the rear body work there and then with aluminium sheeting to prove his theories.



After John Wyer and John Horseman attended their first test session they developed this body work for 1970 and Porsche "cleaned up"

The problem was that the original bodywork was creating lift at high speed, especially around the rear window. So the body work was modified with a waistline that swept up towards the rear. The rear of the car was left open so air could circulate around the engine and transmission. A spoiler was added across the gap between the rear guards at the tail. Louvres were cut into the top of the front mud guards to prevent the build up of air pressure, which was lifting the front at speed. The body work was refined in the Wyer workshop and the Stuttgart University wind tunnel. New glass-fibre moulds were made and this version raced throughout the 1970 season, after the Horseman tail modifications first appeared on a David Piper 917, in the 9 hour at Kyalami and won.



Wyer made lots of small changes to the 917. A Borg and Beck clutch was fitted instead of the Fitchel and Sachs unit. Girling brakes were used instead of ATE brakes. Wyer used titanium for nuts, bolts, road springs and hollow anti-roll bars. He replaced a lot of the Bosch electrical components with Lucas. He ran the cars in 4 speed form for most of the season as he considered first gear was only needed at Le Mans, Sebring and Spa. The Salzberg team and the privateers ran with 5 speeds. He fitted automatic fire extinguishing systems. The chassis tubes had been used to transport engine oil between the oil cooler, at the front of the car, to the engine behind the driver. Horseman installed separate oil pipes which kept the cockpit cooler. He also installed cockpit air ducts. After gearbox trouble at Spa 1970, Porsche introduced stronger metal into the input shafts, drilled a smaller oilway and first and second gears were no longer drilled for lubrication, to increase strength. By the time Monza came around the flat 12 engine had increased capacity to 4.907 litres.

The team drivers for 1970 were Jo Siffert, Brian Redman, Pedro Rodriguez, Leo Kinnunen and extra drivers for Le Mans: Mike Hailwood and David Hobbs.

Ferrari was back in 1970 with the 512S, powered by a 5 litre, twelve cylinder (512) V12. What a season it was going to be! Their drivers were various, because only Jacky Ickx was of high enough calibre to match the Porsche drivers and Mario Andretti was not available for the full season and only appeared at Daytona and Sebring. The other regular drivers were Ignazio

Giunti, Nino Vaccarilla and Arturo Merzario (who went on to save Niki Lauda at the Nurburgring in 1976). Others invited to drive during the season were Chris Amon, John Surtees, Jacky Oliver, Derek Bell and Ronnie Peterson. In 1970 Group 4 was now known as Group 5.

At the Daytona 24 hours on 31st January, Pedro Rodriguez and Leo Kinnunen won, with Jo Siffert and Brian Redman in second. Mario Andretti, Jacky Ickx and Arturo Merzario came third. The first Porsche won covering 724 laps or 2759 miles 4439 km at 114.87 mph 184.87 km/h. At the Sebring 12 hour, Steve McQueen appeared in one of the 908/2 Spyders, entered by Solar Productions. He had had a motorcycle accident and drove the car with his left foot in a plaster cast.

Porsche had redesigned the front hubs of the 917s and they just didn't work and broke. Andretti, Giunti and Vaccarilla won covering 247 laps 1290 miles 2076 km at an average speed of 107.29mph, 172.67km/h. Second was Steve McQueen and Peter Revson. Masten Gregory and Toine Hazemans were third in an Alfa Romeo Tipo 33/3 3 litre. Rodriguez Kinnunen and Siffert in a 917 finished 4th with a Matra fifth.

The next round was the BOAC 1000 km at Brands Hatch on the 12th April. Five 917s were entered against four 512s, with entries from Matra, Alfa Romeo and private Lolas. Practice coincided with the Le Mans test sessions, so Jacky Ickx and Brian Redman practiced on Friday and flew to Le Mans on the Saturday. Porsche tested a new long tail version 917, with Herbert Linge driving unimpressive laps. Ferrari were there with its new long tail 512.

Denny Hulme was drafted into the Salzberg team to take Kurt Ahren's place, as he was still recovering from injuries sustained from crashing a new 917 long tail at the Volkswagen test track at Wolfsburg. Hulme was paired with Elford in a 917.

The Brands Hatch race was run in the rain and one of the Lolas aquaplaned into the armco along pit straight on the first lap.



Pedro Rodriguez accidentally overtook someone under yellow flags and was black flagged. He rejoined in sixth place and put on one of those driving displays that people talk about for a long time. The videos, Motor Racing 70's Style and The Gulf/Wyer GT40s & 917s in action, have coverage of this race.

Rodriguez and Kinnunen were first, second was Elford and Hulme, with Attwood and Herrmann third.



The special Porsche 908/2 Longtail entered for Jo Siffert and Brian Redmond at LeMans in 1969.

NSW Racing Calendar 2004

7th February 2004

Princes Park

Host: - Eric Terry

13th March 2004

Verandahring

Host: - Chris Uttley

This meet was originally placed on the 6th, it has now been moved to the 13th March

3rd April 2004

Robs Raceway

Host: - Rob Thurlow

15th May 2004

Culver City

Host: - Steve Bushell

17th July 2004

Armchair Racer Enduro

Host: - Jim Berry

(RSVP through NSW Racing)

7th August 2004

Pymble Raceway

Host: - Mark Laverick

18th September 2004

Federation Park

Host: - Peter Drury

23rd October 2004

The Lightweight Mountain

Hosts: - Rod & Tim Holman

20th November 2004

Southside Speedway

Host: - Brad Cuneen

NSW Racing contact phone numbers: - Steve Terry 9864 – 8616, Sid Terry 9769 – 1925. It is recommended that all participants be financial club members and/or acknowledged guests of the host. All participants must remember that they are invited guests and should behave accordingly.



The Yellow m & m



The Red m & m



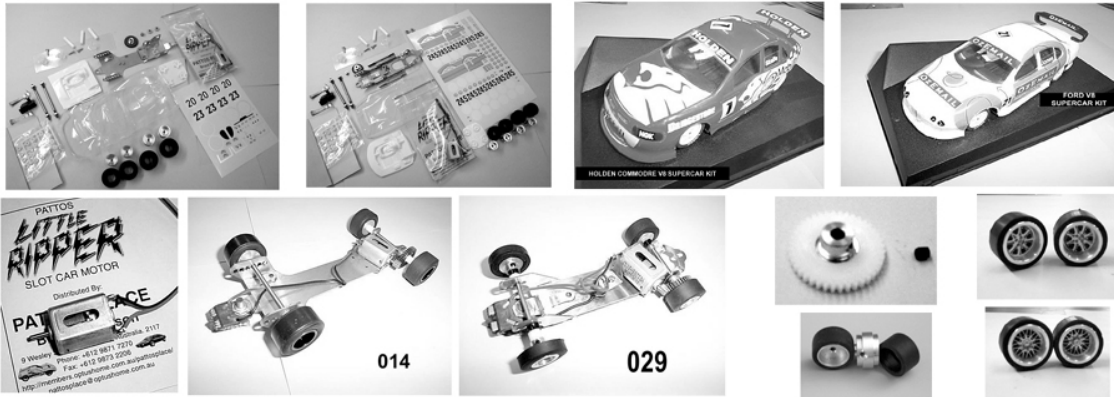
The Green m & m

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C/16 FERRARI RED	VG	\$50-00
C/16 FERRARI RED	VG	\$50-00
C/17 LAMBORGHINI YELLOW	GD	\$30-00
C/18 FORD 3L ORANGE	VG	\$80-00
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C/56 LISTER BLUE REPO SCREEN	VG	\$90-00
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C/58 COOPER RED	VG	\$75-00
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C/79 OFFENHAUSER WHITE	VG	\$90-00
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/37	VG	\$15-00
/33	VG	\$15-00
/34	VG	\$15-00

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