

Club Lines



Club Lines Editor

Ralph Watson 07 3262 6227

Email:

clublines@scalextricaustralia.com

Handwritten: P.O. Box 5601,

Alexander Hills,

QLD 4161

Faxes: 07 3882 0938

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

Committee

President Mr. Dave Hannaway

Phone/fax 07 3882 0938

Email: dave@scalextricaustralia.com

Vice-President Mr. John Corfield

Ph: 02 9624 7141

Email: john@scalextricaustralia.com

Secretary Mr. Peter Drury

Email: peter@scalextricaustralia.com

Public Officer Mr. Andrew Moir

ASRCC Membership/Web Site Liaison

Mr. Bill Holmes/Mrs Jan Holmes

Ph: 07 3207 2211

Email: bill@scalextricaustralia.com

New committee details coming next issue.

Contents

1	Contents and Committee
2	W.A Report/Club lines Formatted Page
3	Armchair Racer
4	Robs Raceway
5	Robs Raceway
6	Robs Raceway/The Lost Collection
7	The Pressure of Racing
8	Scalex World
9	National Grand Prix Notice
10	Auction Notice
11	The Porsche 917 part 2
12	The Porsche 917 part 2
13	The Porsche 917 part 2
14	Leemans Hobbies
15	ACT SCX Mini Le Mans
16	ACT SCX Mini Le Mans/NSW Racing
17	This week on Slot Forum
18	This week on Slot Forum
19	Pattos Place
20	Heber Barriers

WA Report

By Gordon Heber 10.5.4

As the racing season grinds to the beginning of the mid-season the race results are developing their usual pattern. At Daryl Nutton's board track older brother Stewart dominates the race results with almost clean sweeps of the field every race meet. It would be a fantastic feat of a mind reading to find the secret of Stewart's success.

We can't figure it out. One of the mysteries of the known universe. Close behind is former ASRCC member Chris Kendall followed by a frantic Gordon Heber (me). Daryl for the first time in living memory has slipped out of the podium results. I believe he is spending most of his time being an excellent host to his driver guests. As Alan Hibbard will testify, Daryl's race meets are fantastic. I've been competing at nearly every one of them for the last five years!

The other good news is Ebay! I have registered and bought some completely fantastic vintage cars for a measly sum for the first time. Thank you Scalex World in South Australia for a fantastic JPS Lotus , boxed, mint, for \$60.00. Sensational. I bought the same car new when I was 14.

Signing off from a wet Perth, Gordon Heber.



Club Lines Formatted Page

For those wishing to submit articles of any size and shape for inclusion in the newsletter via the web, here are a few guidelines.

Page Set up

1. Set paper size to A4 (210mm x 297mm)
2. Set margin sizes to the following: -

Top	1.5cm
Bottom	2cm
Left	1.5cm
Right	1.5cm

Header	1.25cm
Footer	1.25cm

Font

Always use **Plain Text** and **Times New Roman** at a font size of **12**

No of Columns = 2

Alternatively just e-mail the editor for a pre-formatted page at the club address: -

clublines@scalextricaustralia.com



ARMCHAIR RACER

Shop 9 / 73 Longueville Road, Lane Cove, NSW 2066

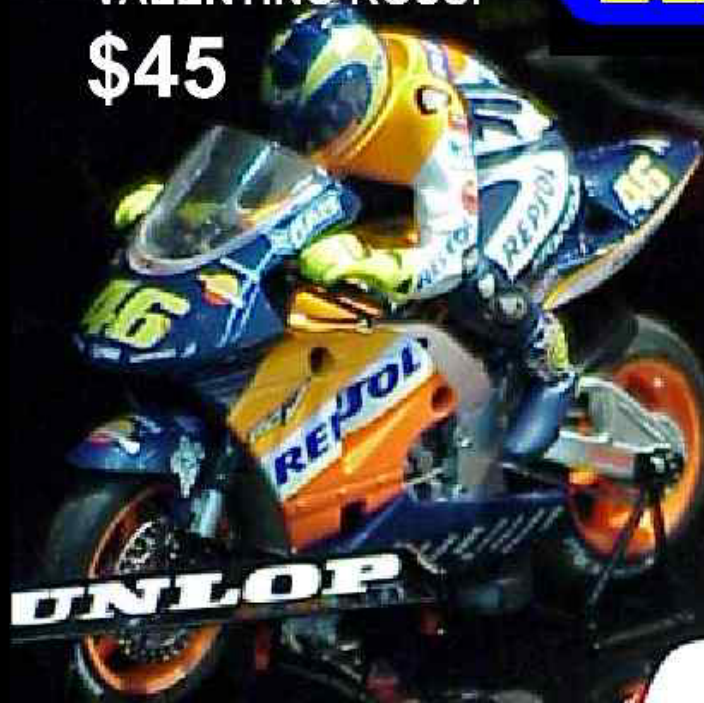
Phone 02 9420 8111 Fax 02 9418 9922

e-mail jim@armchairracer.com.au www.armchairracer.com.au

C6000 HONDA REPSOL
VALENTINO ROSSI

\$45

SCALEXTRIC®



C2566 CHEVROLET
CORVETTE L88 1969

\$45



C2521A SPORT LIMITED ED.
LISTER STORM LMP900 **\$49.50**

visit www.armchairracer.com.au

for the latest released slot cars

Issue 124

May 2004

NSW RACING

Rob's Raceway: Located in the middle of downtown nowhere Robs Raceway was the next venue on the nsw-racing calendar when on the 3rd of April we checked our passports to ensure all was in order, topped up the fuel tanks, kicked the tyres, threw the slot cars up on the roof racks (just kidding, threw the beer up on the roof racks, Still kidding, threw the WIFE & KIDS up on the roof racks) and trundled off up the F3 in convoy with Big Al and Briggsy riding shotgun as we ventured into one of the more popular sections of NSW, The Central Coast....

Upon arrival we a greeted by a perspiring Rob who explained he was just putting the finishing touches on the venue and on being invited inside we were pleasantly shocked to find that Rob had installed a great big air conditioner which made the atmosphere a very pleasant one indeed and prompted comments to the effect of 'So Rob, you don't see much of the missus now you've got an air conditioner in the shed!'.... Also being a sadistic bugger Rob chose not so much obscure classes but obscure cars within those classes mainly to give those cars a bit of much needed track time, not to mention the light of day. The First Event was Formula One Class One that stipulated the use of C87 Vanwall, C88 Cooper, C63 Lotus and C62/C90 Ferrari 156 only, just to get the trigger finger itching.



A few of the Vanwalls that showed up on the night. These cars did suprisingly well!

Jessie Thurlow squared off against the might of Team Terry with myself driving a blue lotus with Steve driving a #12 Green Cooper and Lexie a Red 156 Ferrari against Jessie's #18 Green Cooper. With the green flag Jessie showed why

these cars were chosen as he absolutely blew our doors off from the grid and went on to put 11lap on the Team in the first Heat and then two laps plus in the second in a totally dominating display of driving to take the flag to the applause of a very appreciative crowd. Host Rob Thulow was the next to impress along with Mick Waite when they fielded a pair of C87 Vanwalls in Blue and Green liveries in their Heats against the Ferrari of Chris Uttley and the yellow Lotus of Al Quinlan in which they managed two first's and a second over the two Heats. It was especially pleasing to see the Vanwalls do a 1-2 in the second Heat just to prove that the impossible sometimes can happen. The Dummy Racer (Steve Terry) also impressed in the third set driving a yellow Lotus 21 against Peter Briggs C88 Cooper and Andrew Waites Ferrari to seal an easy victory in the first Heat but was pipped on the finish line after a good squabble with Briggsy's green Cooper in the second.

Rob's good form continued with the Powersledge cars driving a winged Lotus Indy to victories over fellow Lotus drivers Lexie and Al Quinlan with Andrew Waite rounding out the four in a nice looking yellow Panther, but was unable to leg it with Rob's flying green machine.



The Mighty Matra MS11 on the far right!

The next Heat involved one of the most intimidating cars the club has ever seen, the awe inspiring ex Ralph Watson MS11 Matra, (now driven by Steve Terry) a car that makes even the most experienced racer quail when they have the misfortune to draw it in competition. The poor unfortunates suffering misfortune this time were Jessie, driving a white Europa Vee, Mick Waite in the yellow Panther and Alan Quinlan, driving the green Lotus Indy (Al was a Dummy Racer in

this Heat). Jessie had been Cock-A-Hoop! Up to this point with his thrashing of Team Terry in the previous event and this feeling of euphoria no doubt lasted right up to the moment “GO!” was called to start the race, upon which the broad smile, that had been on his lips vanished completely as the Matra roared off the start line situated half way down Rob’s main straight and had gained a lead of a few car lengths by the time they had cleared the first right hander and were making their way onto the bridge, set in the middle of the circuit. After negotiating a couple of left handers that brought the Matra back around under the bridge and into the middle straight the lead, was now a couple of straights and is enlarging at a frightening rate as Steve THREW! The car into the next left-hander, thundered into the right hand sweeper beyond, into another short straight ending in a right-hander, and finally back onto the main straight to start the second lap....

... There was no reprieve for Jessie, or indeed for Mick and Al for that matter as the Matra rumbled down the main straight across the Start/Finish line nearly half a lap ahead of second place (Al) in search of someone to lap, which Steve achieved by blasting pass Jessie (who had had his feet planted so firmly back on Terra Firma you couldn’t see his knee caps) at the start of the main straight and before he’d completed his second lap! Recovering their wits Al and Mick fought back desperately trying to keep the Matra at bay along the bridge into the middle of the circuit but to no avail as by lap six Steve was working on his second’ lap of the field’ and indeed proved so strong he damned near put three laps on Jessie before the end of the Heat!

Touring/Rally Non Mag lined up next with Rob in the Pioneer Lancia Squaring off against Steve’s black BMW M3 and my distinctive looking red Demon Tweekes bimmer while The Dummy Racer (Al) Showed up in a car Prof Syd Watkins would be proud to be seen in, a Dark Purple M3 with the red cross on the roof promoting the doctor of the course. Unfortunately Robs Lancia was outclassed and with the Prof staying out of the way it was a head to head between myself and Steve over the ten laps with Steve winning the first Heat and me the second in a couple of hard fought encounters befitting a rivalry that extends way back to the seventies and our first track, an AFX circuit...

The Prof was back in the second set and with Al driving for points this time the outcome was completely different as the Doctors car put the M3’s of Lexie, Mick and Pete in the emergency ward after thrashing the doors off them in both Heats to gain maximum points. Meanwhile Jessie had not recovered from the Matra encounter and failed to finish in both his Heats against the BMW M1 of Chris Uttley and Andrew Waites Demon Tweekes M3 in the final set.

Robs sadistic streak showed up again in the next Event (Mini Class Four) stipulating the use of Ford Fiesta XR2i’s only, just to bring some unnecessary stress and tension to our lives, or so we thought, but in actuality these tall, skinny little cars with the funny engine were a joy to drive (which proves looks can be deceiving) around the large four laner with Jessie’s Repsol liveried car roaring along the straights and handling the corners more or less competently to give him a first and a second in his Heats over Andrews Repsol and Alan’s Valvoline liveried cars while the host enjoyed himself in a Uniroyal entry being to strong for my Uniroyal car and Lexie’s Valvoline entry for a pair of wins. The last set of Heats in this event saw a square off between the Uniroyal cars of Chris and Steve going up against the Repsol liveries of Peter and Mick. A tough battle ensued with all racers pushing their luck in the area of the bridge and the middle straight with multiple De Slots being handed out to Mick, Pete and Chris while Steve was a bit more careful and that gave the Uniroyal cars a slight edge at the end of the race.



A line full of XR2i's

Rob's final surprise of the night involved Touring Rally Class Four and the car of the people, the Vee Dub. Although very friendly cars to drive and great looking to boot young Jessie must have had a Matra flashback as his yellow cup beetle crashed out of contention in both his Heats against dad Rob's blue Nuebeck (who took the wins) and my green Mobile liveried car with Pete's Pirelli version coming home in third spot. Chris Uttley proved a winner driving a red Pirelli version to near perfection overpowering his competition on the big open corners for max points and in the final set of the night Steve Terry's Pirelli Dak Dak proved too strong for Big Al's and The Dummy Racers yellow cup beetle's. Speaking of The Dummy Racer He/They/Them (take your pick) very nearly embarrassed all of us by amassing 38pts and coming third overall being beaten only by Steve in second on 41pts and H.T.A.M Rob Thurlow first with 43pts (Well Done Rob!). To round out the top five were myself fourth on 31pts and a very credible fifth with 27pts was Chris Uttley.



The VEE DUBS on the spot for their moment of glory!

In closing I'd like to thank Rob and his family for not only Hosting the meet but also for their hospitality in making the night a success for all those who attended.

Sid Terry.

Alan Quinlan – The Lost Collection

You've all heard the sad stories about lost Scalextric collections. Well here is a happy one.

Back in 1985 I was living with my brother and his family for a while. My brother's nephew bought a Scalextric set. My brother asked me if his nephew could have mine to add to it. I gladly gave it to him. I had not used it for over twelve years.

In 1998 I met Peter Briggs at a Granville swap meet and had a run on his circuit (to me it was the layout you'd always have dreamt of making, with real length straights). Anyway I joined the club after being a guest at a meeting or two.

I started with a couple of SCX cars and was heard to say when Hondas, Matras, Lotae & Ferraris were being raced "I used to own one of those... How much is it worth?!?... oh ugh!!"

In 2002 my brother was selling his house and on Easter Sunday he rang me and said. "I've just cleaned out under the stairs and I've found your old slot cars."

"Oh ugh!!" I answered or words to that effect. I went around and was reunited with my old collection. His nephew must have been given the track only.

The cars had been under the stairs for eighteen years!

They include AC COBRA, FORD GT, FORD 31 GT, FERRARI P4, HONDA F1, LOTUS INDIANAPOLIS, MATRA F1 BODY, RX MINIS, FERRARI SHARK NOSE, BRM FJ and a damaged BLACK MINI FRONT WHEEL DRIVE AND GREEN BODY FOR SAME.



Alan Quinlan

The Pressure of Racing

By Gordon Heber



Two Ferrari's, MRRC & Pinkcar, doing battle down the back straight of Kennerly Raceway

For the past five years I have been lucky to be a part of the Daryl Nutton Scale Racing Club meeting every Friday night. During that time I have slowly improved my race skills on the board track. Last year I narrowly missed out coming third in the club competition having held that place for the vast majority of the racing season. I was disappointed somewhat but on reflection my last minute faltering was a result of my lack of performance as opposed to my close competitors improved skill. What was the cause of this loss of form? While I was so close to a podium finish, in fact it was in the palm of my hands, I choked. The last three race meetings were a poor effort on my part and I'll tell you how I'm not going to let it happen again.

1) I take race performance seriously. The guys that we race with at the bottom of the point's ladder are there for a reason. They don't take on track performance seriously. Don't get me wrong, competitive slot car racing is not brain surgery however attention to detail and good concentration are essential to good results. Even now with cars having similar liveries some drivers still make the mistake of watching the wrong car! And off they crash. I once saw a novice racer pumping his controller for laps firmly believing he was racing his own car when he was actually watching his opponent's car. His

car had crashed and he thought it was his opponent that had come off! He lost concentration at one point during the mental exercise and made a complete fool of himself. And we as good competitors did made him aware of his mistake to our great amusement.

2) Prepare, prepare, and prepare! My racecars have evolved over five years of racing at Daryl's. My Ninco NC1 racecar, a CLK DTM Mercedes, has gone through 8 major changes of motor, wheels, tyres, axle set-ups, pinion and crown wheel ratios ect. And it still loses! Not by much but it will get a second or a third, rarely a first! Even this morning I was briefed by a fellow competitor on pre-race modification of this car involving sanding the rims to remove casting imperfections, then sanding the tyre, then the tyre edges etc! I need to employ a full time Scalextric technician to maintain the fleet and prepare the racecars!

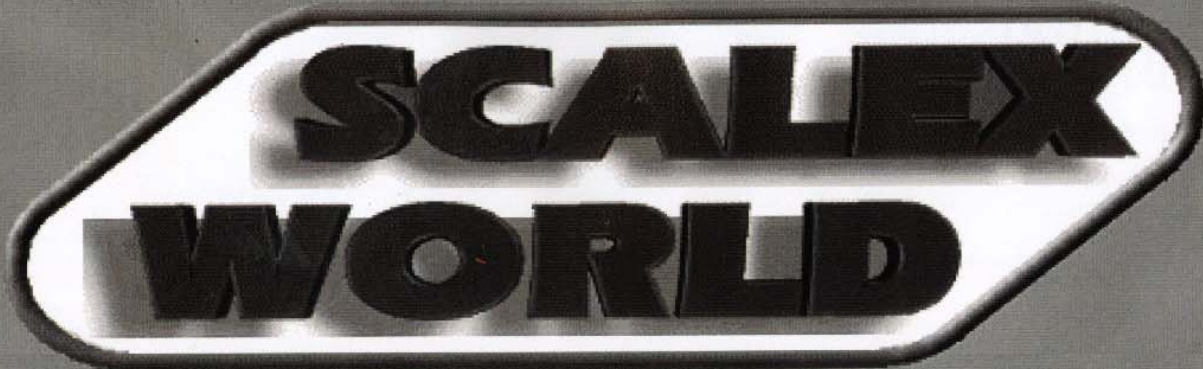
3) Reflexes like a ninja! Keep sharp, don't get drunk, and don't let people cause you anxiety. The most popular social interaction at Daryl's is slugging each other off. It works to shatter concentration and ruin the ninja like reflexes required captaining a car around the track and winning.

If you have the talent to get a car around the track at less than a 2% reduction of it's best time and all of the above I must wish you good luck. There is a lot of luck involved in four lane racing as we all know. There are two higher skills that I have developed racing in this club. The first is to have the ability to position myself on the track away from trouble. Then claw my way back into the lead. Keep away from the nerfing drivers. And secondly if you're pushed into it you must be able to execute a reliable nerf yourself. The nerf is a necessary survival skill when being encountered by a nerf artist. These thoughts enter my mind in preparing and participating in a club meet.

Till next time, close racing,

Gordon Heber.

**We are 1/32 Scale Specialists in
Racing Slot Cars and Collectors Cars**



3 Paul St, Ridgehaven SA
Tel: (08) 83966030 Mob: 0418823908

Scalextric / Fly /
Ninco / Proslot / SCX /
Parma / Carrera

Spare Parts - Vintage & Current
Collectors Cars - Large Range

All Current Releases in Stock

Specialist Service & Repairs

Low Prices

Mobile & Hire Tracks Available

Racing Tips from Committed Enthusiast with over 40 years
experience

See Kevin or Clive

- Track Test your Purchase on 3 Large Tracks

**Visit our new updated website
@www.scalexworld.com**

Australian Scalextric Racing & Collecting Club presents

First Official Australian SCALEXTRIC Grand Prix

Sunday 15th August 2004
(ASRCC Weekend)

10am – 4pm at:
**ARMCHAIR RACER, Lane Cove
NSW**

- Indy Racing League Dallara Cars
- 1st Prize = slot car set, 2nd Prize = slot car, 3rd Prize = gift voucher. Prizes donated by Leemans Hobbies and Armchair Racer.
- 30 competitors maximum
- Brand new car pre-purchased at discounted club price (supplied on race day)
- 6 lane NINCO track
- Competitors will compete heats on each lane
- All competitors to be financial club members (Temporary membership will be available)
- Registration forms and payment required by 30th July

Pre-selected choice of cars



C2498 Delphi \$35.10



C2515 Coca Cola \$28.80



C2442 Pennzoil \$35.10



C2517 Gulf \$28.80



C2518 Pirelli \$28.80



C2516 Mobil \$28.80



C2443 Corteco \$35.10

Australian Scalextric Racing & Collecting Club presents:

2004 ASRCC Hot August Weekend
14 -15th August, 2004

Saturday 14th – Annual Club Auction

Loftus Community Hall, Loftus

4pm – 10pm

Doors open 4pm for viewing,
Auction commences at 6pm

Entry costs:

Members \$5

Members Families \$10

Non-Members \$10

Auction Lots to be e-mailed in an Excel
Format complete with Catalogue/Ref No,
description, condition & reserve price to
john@scalextricaustralia.com

Sunday 15th - August First Official Australian Scalextric Grand Prix

Open to all financial members

Entries close – July 30th

See advert and enclosed registration form
for more details

Plan your ASRCC weekend NOW.

If you've heard about the great bargains
at the Auction and thought you must go
one year, well this year you have two
great reasons to visit.



Lotus 21



BMW Mini



Z28

THE PORSCHE 917 UP TO 1971

Part 2

LE MANS 1970 (not the film)

On 19th June scrutineering for Le Mans, over thirty Group 5 and 6 cars were entered. John Wyer entered three 917s for Siffert & Redman (no20), Rodriguez & Kinnunen (no21) both cars were 4.907 litre. The third car was a 4.5 litre for Mike "the bike" Hailwood & David Hobbs (no22).

Martini international Racing Team entered one 917 a 4.5 litre long tail, for Larrouse & Kauhsen on loan from the works. They also entered the 908/2, driven by Siffert in 1969, for Lins & Marko and a 908 spyder for Dieter Spoerry and Alain de Cortanze. Dieter Spoerry destroyed this car in a big accident in practice.



Porsche 908/2

Four Ferrari long tails were entered for Ickx & Schetty, Vaccarella & Giunti, Derek Bell & Ronnie Peterson and Merzario and Clay Regazzoni.



Ferrari 512s

The North American Racing Team entered a Ferrari 512S long tail for Sam Posey & Ronnie Bucknum, a 512S coupe for Helmut Kelleners & George Loos, and Two Ferrari 312Ps for Tony Adamowicz & Chuck Parsons.

Ecurie Francochamps entered a Ferrari 512S Long tail for de Fieriant and Alistair Walker.

Scuderia Filipinetti entered two Ferrari 512S Long tails for Jo Bonnier & Reine Wisell and Mike Parks & Herbert Muller and a 512S for Corrado Manfredini & Gianpiero Moretti.

David Piper entered a Porsche 917 4.5 litre for himself and Gijs van Lennep. Aarnio-Wihuri took over the entry and supplied the A.A.W 917 for them, prepared by the Porsche works.

Porsche Konstruktionen K.G. (Salzburg) entered two 4.5 litre 917s for Herrmann & Attwood and Rico Steinemann & Dieter Spoerry. Unfortunately Spoerry failed a medical examination after his accident in the Martini 908. They also entered a long tail for Elford & Ahrens. All the 917s except the long tails ran with four speed transmissions.

Solar Productions entered a Porsche 908/2 for Herbert Linge & Jonathan Williams equipped with cameras front and rear to gather footage for the Steve McQueen film. The car was prepared at Zuffenhausen free of charge because a 917 was to be the winner in the film.

Equipe Matra-Elf entered two MS650S. One a long tail for Jack Brabham & Francois Cevert, and another for Jean-Pierre Jabouille & Patrick Depailler with short tail. An MS660 was entered for Jean-Pierre Beltoise and Henri Pescarolo. All three were fitted with a Matra V12 of 2.993 litres.

Autodelta S.p.a. (Alfa Romeo) entered four Tipo 33/3s for Stommelen & Galli, Courage & Andrea de Adamich, Toine Hazemans & Masten Gregory and Teodoro & Carlo Facetti.

Donald Healey Motor Co entered a single Healey Repco for Roger Enever & Andrew Hedges. During practice it was out of its depth.

On Wednesday at practice Siffert soon found his 917 was under geared easily reaching 8,800 rpm on Mulsanne. On Thursday the car suffered ignition failure. Rodriguez had brake troubles. Both complained about weaving under brakes for Mulsanne corner. The problem was cured with a slight change in castor angle. Elford had gear ratio problems and brake problems too.

The Bell/Peterson Ferrari broke its tacho drive twice and as a result Peterson put a rod out of the side of the block. The Ferraris were also weaving under brakes for Mulsane corner.

Race day dawned very stormy, rain continued until after 9am. It returned after 11am and continued until noon. The spectator enclosures were completely packed. At 2.55pm the 1969 third placed Ford GT40 now belonging to Solar Productions and with roof cut off did a single lap with a camera mounted on the nose.

The cars all lined up outside the pits pointing diagonally across the circuit towards the start line with the drivers strapped in with engines off.

At 4pm the flag fell, the drivers started their engines and drove off with Elford and Siffert away first and Vaccarella in third. At the end of the first lap Elford had opened a gap clear of Siffert and Rodriguez followed by Merzario, Vaccarella, Hobbs and Muller. Galli drove via the pits to avoid a penalty for missing the chicane. After another lap Merzario was ahead of Rodriguez but had to stop at the pits to have the suspension looked at, he rejoined in thirteenth. Bell came in with a puncture and rejoined in nineteenth. Hezemans retired his Alfa after five laps; a stone was sucked into the injection. Vaccarella retired his Ferrari his engine blown. Pescarolo pitted to have the front body work secured. Muller lost three laps with electrical trouble. After fifty four minutes routine pit stops started. After the first hour the order was Elford, Siffert, Rodriguez, Hobbs, Merzario, van Lennep, Ickx still suffering from burns, and Kauhsen.

Siffert was now trying to pass Elford. On lap Twenty-two Rodriguez broke the fan drive at Arnage and stopped. As the race was approaching the second hour rain returned lightly and the second routine pit stops began. Redman was 10.5 sec ahead of Ahrens after Siffert and Elford changed drivers. Regazzoni after relieving Merzario was in third, Hobbs handed over to Hailwood fourth and Schetty fifth, after relieving Ickx, van Lennep sixth.

Redman slowly extended his lead out to 20 seconds but fell back to second when a wheel weight came off and he had to pit. At 6.35pm a big accident occurred at Whitehouse. Bell, Reggazoni and Parkes, dicing with each other at about 180mph came up on Wisell, who was having trouble with an oily windscreen, so he

slowed to about 140mph. Bell swerved past on the inside. Reggazoni rammed Wisell and sent him into the barrier, rebounding into the middle of the road. Parkes hit Wisell and the spinning Reggazoni. Parkes car caught fire and Parks was fortunate to escape. On the same lap, Bell's engine blew a piston and came to rest on Mulsanne straight. The only Ferrari to threaten the 917s now was the works car of Ickx & Schetty.

By 7.00pm the rain was heavier. The cars came in to change tyres, with the result that Redman emerged from the pits first. All three Matras were now blowing oil smoke from their exhausts. At 7.15 pm the Alfa of Facetti spun in the curve after the pits and broke two of its wheels. Hailwood, who had refused wets at his pit stop, because the weather had not been too bad, slid into the Alfa's nose, after a cloud burst. The cars were pushed to one side until a crane, which did more damage to the cars, than Hailwood, could be taken to the scene to lift them clear. The Stingray of Bourdon crashed at the esses and Loos badly damaged the nose of his 512S as he spun. He was lent a new nose by the works. At the end of four hours the order was Siffert/Redman, Elford/Ahrens, van Lennep/Piper, Herrmann/Attwood, Larrouse/Kauhsen, Ickx/Schetty.

Between 8pm and 9pm the Matra of Jabouille/Dapailler lost twenty-six minutes in the pits after hitting the armco. The Ickx/Schetty Ferrari was beginning to make up ground after a pad change.

Between 9pm and 10pm Kelleners & Loos retired. Manfredini pitted to have the gearbox changed. The order now was Siffert/Redman by three laps, Elford /Ahrens, Ickx/Schetty, Kauhsen/Larrouse, van Lennep/Piper, Attwood/Herrmann.

Piper lost the A.A.W. 917 in the curve after the pits, shortly after 10pm and lost 44 minutes in the pits. Courage spun his Alfa damaging the tail losing 15 minutes. The three Matras retired with piston ring failure.

By midnight Siffert/Redman led by four laps, with Ickx/Schetty in second place. Elford had pitted twice with handling problems, which turned out to be a slow puncture.

At 12:25am the V.D.S Lola blew its engine. A few minutes later the A.A.W. 917 blew a tyre at 180mph on the Mulsanne straight and was too damaged to continue. At 1:35am Ickx lost

control of the Ferrari under braking with the leading 917 approaching the Ford chicane. The Ferrari spun over a sandbank and killed a marshall. The car caught fire and Ickx was lucky to escape. Ickx was shattered.

At 2:09 Siffert pitted with the tell tale on 9600rpm and the engine blown up. He had missed a gear. The order now was Attwood/Herrmann, Larrousse/Kauschen, Elford/Ahrens, Lins/Marko. During the next two hours two private Ferraris spun into retirement in different incidents.

At half distance Attwood/Herrmann had a three lap lead over Larrousse/Kauhsen. The rain returned and because of electrical problems Larrousse/Kauhsen slowed and was passed by the Lins/Marko 908/2.

At 7:18am Ahrens pitted and Elford took over and collided with a Porsche 911. Elford had to return to the pits for repairs and lost three minutes. At 8:55am Elford brought the 917 in again with a broken inlet valve. The car was retired. Galli was disqualified shortly afterwards, for outside assistance. A little later the Lins/Marko 908/2 came in to change wheels to rid a vibration that had effected the car all night. The road was now drying.

At 10:29 Courage retired his Alfa. The Larrousse/Kauhsen 917 with its electrical problems fixed, began catching the second placed 908/2 at 10 seconds a lap. By midday the order was Attwood/Herrmann, Larrousse/Kauhsen, Lins/Marko, Posey/Bucknum, de Fierlant/Walker, Adamowicz/Parsons. Just after midday the rain returned heavily. Lins took back 2nd place from the Martini 917 but immediately pitted for wets. The wheels proved immovable so Lins rejoined on the same intermediate tyres after ten minutes in the pits. After 1pm the rain stopped and the track dried quickly, forcing the front runners to the pits for dry tyres. Within two hours of the finish the Chevron B16 stopped with fuel pump failure out on the circuit. With twenty minutes left the Healey stopped with ignition failure.

After 24 hours Attwood/Herrmann were 1st with 342 laps. Larrousse/Kauhsen second with 336 laps, Lins/Marko third with 334 laps, Posey/Bucknum first Ferrari 512S fourth 312 laps. After Le Mans Hans Herrmann went into retirement. He had driven for Porsche since 1953 and drove in the Mercedes F1 team in 1954.

A Rarity? Or Oddity?

Dave Hannaway sent this in.
MM.PT99L

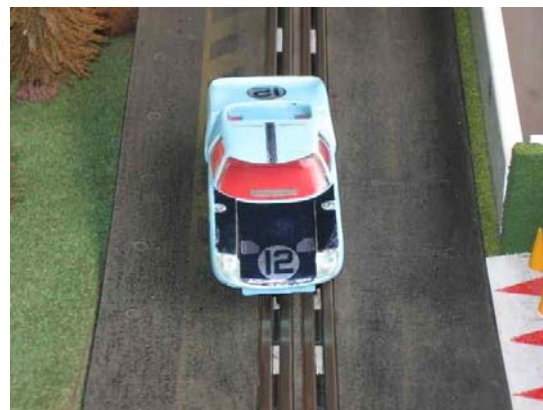


They are used for making banked curves out of normal flat standard curves using one as a lead in, another as a lead out. As such, they pre-date the invention of the banked curve track

Alan Quinlan writes:

Now that Scalextric is producing quality models, rather than just slot cars, what cars would you like to see them produce? I'd like to see an MGA, MGB Mk1 and Mk 3 Sprites. These cars used to fill the grids of marque sports car races as well as Lotus Elites and Elans.

I'd also like them to go back and re do the original Ford GT to the same standard as their latest GTs.



MAYO
MAY

FLY Car Model

2004

VIPER GTS R

NOVEDAD/NEW

Ref.: A 84 / 88104



Ref.: A 84L / 99009

FORD MKII



Ref.: A 763 / 88106

BMW 320i



Ref.: A 624 / 88107

Alfa Romeo 147 GTA



Ref.: A 743 / 88105

ROAD CAR

ACT SCX Mini Le Mans

by Wayne Kenner©

Friday April 16 2004 was the first SCX Mini Le Mans held in ACT and proved to be a very successful night in more ways than one. The event came about after the ACT Scalextric Club round was held at the Parkwood Hills Raceway.

To say this is a fantastic track is definitely an understatement. Parkwood Hills Raceway is a four-lane plastic track that boasts long straights, winding corners and tight, hill-climb type sections, plus fully functional track lighting! The pit area is to the last detail, with all other surrounding track scenery being simply brilliant. The standard of track lighting is that high, it was decided to put it and drivers to the test with a night endurance race.

SCX Australia kindly sponsored the event with the donation of Audi TT's and Opel Astra's. Super Toyworld, in Fyshwick ACT also donated a gift voucher to be raffled on the night.

Interest shown in the lead up to this event was that high that the organizers decided to donate all money raised to charity, with SIDS being the receiving organisation. It was anticipated that around \$150 could be raised through the entry fee, raffle, on the spot fines for various other fund raising ideas.

The format of the event was simple; only the track lighting on, four teams of up to six drivers, team captains qualify for lane choice. 1 hour of racing on each lane, with pit stops for driver and car changes every 10 minutes. The team to drive most laps wins. There were a few other rules around marshalling etc but basically that's it.

Qualifying went pretty much as expected, Wayne Kenner (Team TBA) up first getting a surprising time considering it included an off. 'Mr. Consistency' Rod McIntyre of team GMC bettered that time only to be beaten by Mal Parker (Mt Rogers Raceway). This left track owner Bruce Ferguson (Team Toyworld) to finalise qualifying position, which he did with the fastest lap time by 0.4 seconds.

And so it began, drivers to the start line, for the first stint of the inaugural ACT SCX Mini Le Mans.

Surprisingly, the first 10 minutes saw very few offs! This may have been the driver's being extra cautious; however the super bright Xenon lights of the SCX cars really did light up the circuit in front of them. Possibly one of the hardest aspects was when the cars were coming straight at you. The lights were sometimes too bright! Curse those drivers on high beam!!

The night continued with mayhem every 10 minutes as teams organised drivers and cars in between getting fined for things like using a mobile phone. There were allocated pit sections on the track that drivers had to pull up in. If the car was not stopped in the allocated pit, they had to do another lap.

The pit window was 2 minutes to allow plenty of time for changes. This however didn't stop team MRR leaving one of their gun drivers on for 14 minutes! The lap penalties and fine that ensued eliminated some of the advantage gained and boosted the fund bucket. Thanks guys! Racing was tight, with all drivers during their stint doing their very best to perform well. Over the night, every team won a section of the race.

In between drives the night was as social as I've ever seen any event. Good food to nibble on, talk of cars (1:32 and 1:1), tracks, track building and all manner of other topics kept everyone entertained. You couldn't be blamed for thinking the 40-50 minutes between drives would be boring and too long, however the time flew. With antics like willing to pay a fine just to catch someone out by calling their mobile was a regular occurrence. Another devious idea came from Ben, one of our under age club members, fine those having a beer or other alcoholic beverage. Drink driving of course! Thanks Ben!!

The cars, donated by SCX Australia, were an absolute success. The SCX Audi TT's and Opel Astra's performed exceptionally well. Even though these particular models are not very evenly matched as the Opel's were just a little quicker, all teams had their turn on each lane with each set of cars.

Two cars were allocated to each lane. Every 10 minutes at the driver change the car would also be changed. As we know, motors get hot and can be completely destroyed if abused.

The duration the cars were run, tested their endurance while respecting their capability.

Each lap around Parkwood Hills is approx. 21 metres. So every hour, each of these cars travelled just under 4000 metres. Now that's a test for any 1:32 slotcar! The only noticeable breakages on the night were a few cars lost rear wings, which we know is not major and a few cars lost one of their front lights, again, nothing serious. However under purely track lighting intermittent headlights did upset some drivers.

This type of performance from any model is remarkable considering some of the cars did literally leave the track and end up on the garage floor. I think this particular type of incident incurred a \$1 fine plus the standard off rule of waiting for all other cars to come past before continuing and raised in excess of \$10.

At the final flag, after 4 hours of racing under track lighting conditions, fines galore, tons of fun abuse, food and some beers, it was Team Toyworld that won the night with a total of 1517 laps. Team GMC followed on 1494 with Mt Rogers Raceway on 1464 and Team TBA hot on their heels with 1458 laps. With just 59 laps separating first and fourth, it goes to show how tight this racing is.

We hoped to raise over \$150 on the night and with about 25 people present over the night that looked to be well on the cards. Adding to the entry fee money was a raffle of the gift voucher from Super Toyworld, a Dutch auction of one of the cars raced and the fines. The final total came to a staggering \$330.85, more than double the estimated amount.

Recognition for this must go to Rod for being the creator of rules for the fines, Craig and Peter M for leaving the track so many times, Ben for reminding everyone not to drink and drive, even 1:32 cars and everyone else that made the whole night enjoyable and a huge success. Also to Bruce and family for hosting the event and keeping the food coming all night, well done!

This is the first of what I hope is a regular event in the ACT and I look forward to being a part of all that take place in the future. Photo's of this event can be viewed at the ACT Scalextric Club website:

<http://www.netspeed.com.au/mparker/actsc/mainpage.html>

NSW Racing Calender 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

September
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.

This week on slot forum



The new Scalextric Lister Storm is meant to be a new breed of slot car with high quality paint work and finish with photo-etched metal parts and cool racing features.

The car has headlights and taillights, a new self-centering guide blade and most interestingly a detachable pod underneath held on with one screw that contains the offset rear motor, rear axle, driving wheels and driving gears.

The colors are as good as it gets with a good quality clear coat allowing the shine to stand out.



Notice the two flexible rubber antennae. Being flexible they take a beating as getting this car apart and together again would surely snap off plastic ones.

The 2003 Scalextric-sponsored 1:1 Lister was very advanced. Designed by Andy Thorby, who had previously designed the front-engined Panoz LMP-07. The Lister LMP included a large

number of novel features that showcase Thorby's unique talent.

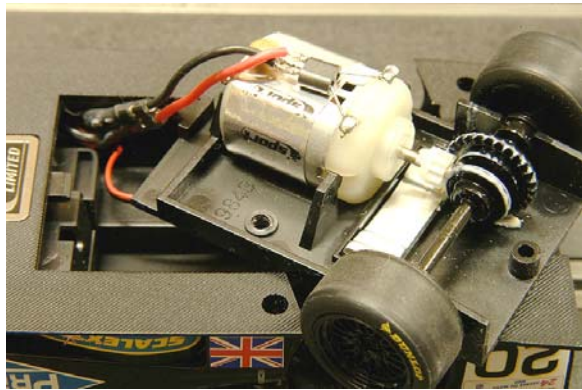
The 'prow' shaped front fenders were designed to be very efficient aerodynamic aids. As air passes by the fenders, it accelerates on both sides, feeding extra air into the radiator intakes on the inside and extra air over the dive-planes on the outside to create down force. Similar to the Audi R8 and the Courage C60 EVO, the Lister features rear-bodywork mounted end-plates to comply with rear-wing regulations.

Under the carbon-fiber rear-deck of the Lister, a Chevrolet derived V8 engine similar to the Corvette engine is found. It gives the Storm LMP a unique rumbling sound among the high-pitched Judd V10 note and quietness of turbocharged engines. The only other cars louder were the Corvette C5-Rs themselves. The Corvette derived LS1 engine is bored-out and de-stroked to displace just under 6 litres. A Hewland gearbox is mated transversely to the 530 bhp engine.

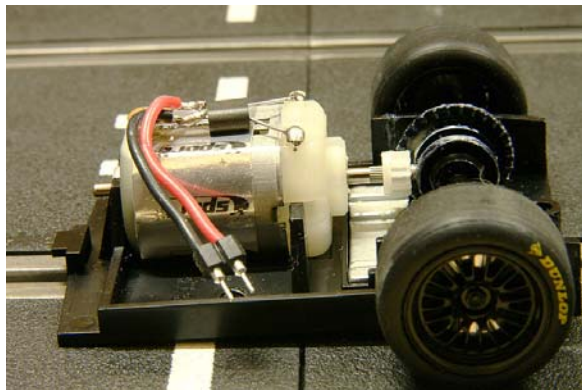


The unique looking and sounding Lister Storm LMP made its first competition appearance at the 2003 24 Hours of LeMans test days. It was 16th fastest in testing, but a bad crash meant a pre-race retirement. Lister did not yet have a complete spares package for the all-new car available, so the repairs needed could not be done on the track. It will be back for the 2004 race.

Back to the 1:32 model: We were a little spoiled with the Fly Racing Saleen and it's single screw. This car has 8 (3 different types). Sure the motor pod has one that can be loosened to allow a little rear-axle movement.



Here we can see the dismantling progress of the model. I don't know why we feel obliged to take it apart. We don't do this for 1:1 cars although I suppose we do look under the bonnet. On the left, note the etched 'Limited' plate on the underpan. Limited to 10000 models. I have #02428. Below, notice the motor pod that is wired in using a pull-out plug. You have to give it a bit of a tug to get the rear wheels out from their fenders. The lighting harness uses smaller gauge wires than are used to connect the guide to the motor.



I don't think that I'll be taking this apart again. I can service the motor from the pod and the guide can be replaced by snapping it off the underside without removing the chassis. It is a new self centering guide held in with another (9th) screw from the inside. It seems a much better mechanism than was used before. The guide is quite low on the track and frequently the front wheels are seen to stop rotating as weight is taken off.

On the track it ran well. It was pre-oiled with that white synthetic stuff and there was no rubbing anywhere. So basically I splayed the braids a little and set it off. I run it in a little on 13.8 volts and then set it going at my usual 14.5 volts.

It seemed very slick going around the large radius curves virtually at full speed. I tested it to see just how the rear stepped bar magnet stuck and it was good, but as with any strong magnet, when it broke free, there was no chance of recovery. I've build crash walls all around my track and the Lister put a dent in one of them. The clear coat remained in perfect condition on the car luckily.

I've been told that the car drives in a similar way to the Scalextric Lola, but I don't have that to compare. I'll be racing it with my Slot.it Audi and 2003 Le Mans Corvettes.

It is a fun car to drive and the lights make it stand out. Everyone who sees it is impressed with the finish and overall look of the car.

It certainly is not the fastest car in my garage, but I'll update the table if over the next few days I get better at handling it.

Here, the front and rear lights can be seen. Amber in the front and very bright red at the rear. A 'Xenon' effect in the front would have been nicer, but it's still cool.

Below you see the Lister Storm along with a few other Le Mans 2003 Cars on the track. I now have a good excuse to look forward to a couple more recent Le Mans racers.

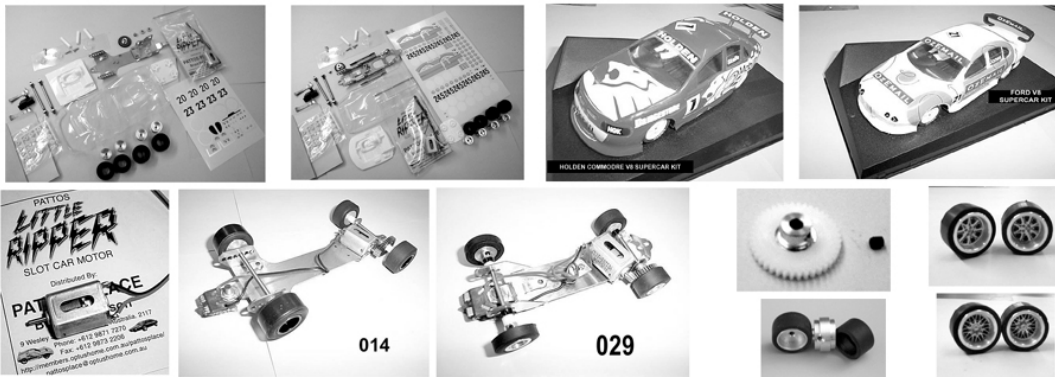


BRUCE PATERSON - PATTOS PLACE

BSc(Ind Arts) Hons I, Dip Ed. M.D.I.A., M.I.T.E., Cert MicroStation, Cert AutoCad

Catering For The Slot Car Scratchbuilder

COMPLETE CAR KITS and ALL PARTS



Clear 1/24 and 1/32 Scale Bodies



1/18, 1/24, 1/32, 1/43 and HO (1/64) scale decals



Refer to my website for a full listing and prices

9 Wesley St Oatlands NSW Australia 2117

Phone: 02 9871 7270 Fax: 02 9873 2206

<http://members.optusnet.com.au/pattosplace> pattosplace@optusnet.com.au

HEBER BARRIERS

About a year ago I realised that there was a need for quality 1/32 scale slot car barriers that wasn't being met by present manufacturers. Establishing a new Ninco track of 30 metres in length meant I was going to spend a lot of money setting up the barriers. At my disposal at home were the very old Scalextric picket style fence using track clips to attach it to the track, the newer style Scalextric fence with the small tang that sits on the track sometimes causing a deslot due to the rear wheel hitting the tang, Ninco fencing that is too flexible to withstand moderate shunts, and SCX fencing that also has the problem of the protruding tang on the track surface. I thought that there was a simple solution to this barrier dilemma. I believed that 1/32 scale slot car barriers needed improving.

That's where the Heber Barrier came into existence. Necessity is the mother of invention so I began the search for the perfect barrier. The Heber Barrier is made from 2mm plastic and is 1300mm long, 35mm high. This style of plastic barrier offers a smooth obstacle free surface for cars to slide along when they deslot. Only in rare circumstances does the car have enough momentum to overcome the resistance of the plastic and climb the barrier. I have yet to have a car damaged from impact with Heber Barriers as the force of the accident is absorbed by the car sliding along the barrier instead of the car hitting the barrier and flying over onto the destructive surfaces that lie beyond.

Another feature of the Heber Barrier is that some Lemans style cars can use it as a surface to slide along giving faster lap times. The rear of the car body runs along the Heber barrier giving support to the speeding car around the corner. The Heber Barrier becomes part of the track surface!

As I've discovered with my track and the two tracks here in Perth that so far use Heber Barriers, not every corner needs the security of Heber Barriers. For decorative purposes and variety we use Heber Barriers on corners that are vulnerable to big shunts to protect the cars. Other less vulnerable parts of the track easily accommodate other styles of barriers.

Heber Barriers come in black or white. They are 35mm high and are available in 1300mm lengths. To arrange for a pack of four Heber Barriers to be delivered to your door e-mail me gordonheber@bigpond.com and I'll arrange post & pack. You can also phone me on 08 9481 2860. A pack of four Heber Barriers costs \$36.00 plus \$6.00 post & package. That will get you 5.2 metres of barriers. It is recommended to purchase 2 packs of Ninco track clips to attach one pack of Heber Barriers.

Gordon Heber 13.4.4



C8151