

Club Lines



Club Lines Producer

Mr Ralph Watson
(07) 3262 - 6227

Correspondence: 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. John Corfield
Ph: 02 9624 7141
Email: john@scalextricaustralia.com

**Vice-President & Public Officer
Mr. Andrew Moir**

Secretary Mr. Peter Drury
Email: peter@scalextricaustralia.com

**ASRCC Membership/Web Site Liaison
Mr. Bill Holmes/Mrs Jan Holmes**
Ph: 07 3207 2211
Email: bill@scalextricaustralia.com
**Correspondence: P.O. Box 5601,
Alexander Hills, QLD 4161**
Faxes: 07 3882 0938

Treasurer Mr. Sid Terry

Club Lines Editor Mr. Steve Terry
Email: clublines@scalextricaustralia.com
Ph: (02) 9864 - 8616

Contents

1	Contents and Committee
2	Formatting Info/Culver City
3	Armchair Racer
4	Slot Forum
5	Slot Forum
6	Slot Forum/NSW Racing Calender
7	Members Moments
8	Scalex World
9	Grand Prix – European Style
10	Grand Prix – European Style
11	Grand Prix – European Style
12	Princes Park – A History
13	Princes Park – A History
14	Leemans Hobbies
15	NSW Racing
16	TVR T400R CDL
17	TVR T400R CDL
18	The Dumkompf Glossary/Classifieds
19	Pattoes Place
20	Classifieds

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

For typed or hand written articles please use the following postal address: -

**Correspondence: P.O. Box 5601,
Alexander Hills, QLD 4161
Faxes: 07 3882 0938**

For contributors who have submitted articles but do not see them in the current issue, rest assured that your article will appear in the following issue.



Cut off date for the newsletter is the 15th of every month.

Culver City



Just a sneak peek at Steve Bushell's fantastically diorama'd "Culver City"

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

SALE \$35 each

C2420



C2339



C2338

C2603A STARKY & HUTCH TWIN CAR PACK

\$90



RESTORATION CORNER

High Quality "PLASTIC INJECTION MOLDED" Reproduction Parts
Just like the original parts - see web for more details

C 57	Aston Martin DBS	Wheel	Chrome	\$ 5
C 60	Jaguar D Type	Wheel	Chrome	\$ 5
C 69	Ferrari 250GT	Front Bumper (pr)	Chrome	\$ 10
C 74	Austin Healey	Screen	Plastic	\$ 12
C 74	Austin Healey	Wheel	Chrome	\$ 6
C 74	Austin Healey	Bumper, Front or Rear Short	Chrome	\$ 10
C 74	Austin Healey	Bumper, Front or Rear Long	Chrome	\$ 10
C 75	Mercedes 190SL	Screen	Plastic	\$ 12
C 75	Mercedes 190SL	Bumper Front	Chrome	\$ 10
C 75	Mercedes 190SL	Bumper Rear	Chrome	\$ 10
C 77	Ford GT40	Decals # 12		\$ 12
C 77	Ford GT40	Decals # 7		\$ 12
C 77	Ford GT40	Wheel	Chrome	\$ 6
C 78	AC Cobra	Screen	Plastic	\$ 12
C 78	AC Cobra	Decals #11		\$ 12
C 78	AC Cobra	Decals #66		\$ 12
C 78	AC Cobra	Wheel	Chrome	\$ 5
C 83	Sunbeam Tiger	Screen	Plastic	\$ 20
C 84	Triumph TR4	Screen	Plastic	\$ 20
C 283	Rover 3500	Front Bumper	Black	\$ 6
C 283	Rover 3500	Rear Bumper	Black	\$ 6

visit www.armchairracer.com.au for the latest released slot cars

Issue 127

OPEN 7 DAYS

AUGUST 2004

This week on slot forum

Starsky & Hutch Ford Gran Torino
from Scalextric

"This is Zebra-3... Thank you for our Sunday morning sermonette."



"What are you guys up to, besides trying to give me a bad time at the wrong time!"

The Scalextric Ford Gran Torino has arrived. This is the iconic car of the '70s TV show Starsky and Hutch. The show was repeated many times, but hasn't been shown on European TV for some time so some of our younger readers might not understand what all the hype is about... Oh, yes there was a film recently. Not the same actors and not quite the same style, but the car looked about the same, but films come and go these days. That series will always be there - at least for us older folk.

"I don't mean to hurt your feelings Starsky, but I'm the brains of this duo."

So this is the Duo, Starsky and Hutch. Ken "Hutch" Hutchinson & Dave Starsky. I always got them confused especially as Hutch or Ken Hutchinson was called David Soul. All these Davids. The other guy, Starsky, Paul Michael Glaser didn't actually exist in real life. If they took the Torino and his woollen jumper he was nobody...

They spent most of the show racing around LA in their car, looking up their buddy Huggie Bear who scored them all sorts of stuff

and were perpetually harassed by the Captain Harold Dobey.



"Hiya Starpy, hiya Hup."

The car is the Ford Gran Torino. The star of the show. Initially the human stars had a 1975 model that was updated to a 1976 Gran Torino. It sported similar exterior ornamentation and an interior featuring vinyl bench seats (the 1975 had cloth seats), power windows, power door locks, power seat, cruise, tilt steering, AM-FM, 8-Track, auto climate control, heavy duty electrical, and lighted visor vanity mirror. Ford Motor Company produced a limited production of 1000 units of a similar Gran Torino car in March 1976.



"They tried to put holes in our body, where our bodies were not meant to have holes."

A certain cult following developed and everybody who had a Torino, wanted to paint it Tomato Red and put a stripe down the side. This led to quite a few confused cops. If it wasn't for Aaron Spelling and George Grenier, transportation chief for Spelling-Goldberg

Productions, who chose it out of the range, Ford may have never produced the Torino in the volume that it did.

"Your honesty is only surpassed by your humanity and good looks."



The Scalextric model is very fine. Well made with great features such as the chrome bumpers, grill and trim, the detail on the white speed-stripe, the Ford lettering and the Tomato red paint job. They even got the plate right: 537 ONN. There is a new style rubber antenna so that the radio between Hutches legs can work. The radio is there too. It would be a real shame to bash this up. If you get the car in a Pursuit set, swap it for something less detailed.



"We're the fuzz."

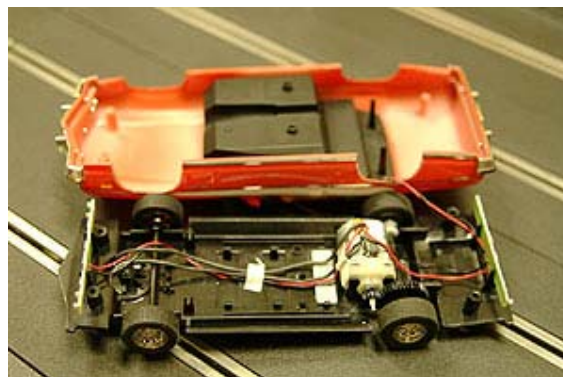
The first thing that you notice when putting the Torino on the track are the lights. There is a flashing roof light, twin head and rear lights. The headlights are a circuit board mounted LED that are yellowish and not that bright. The rear's are ok, but the plastic of the

trunk is too thin allowing light to shine through the body. It does look quite weird and toy-like. It is going to have to be fixed with black out paint. The car would really benefit from a lighting system with a capacitor, enabling the lights to stay on and the gyro to flash while standing still. It's such a shame to see it go out immediately as you stop.

Its a big car, 15mm longer than my longest - The Scalextric Mercedes CLK GT1, and 33mm longer than a C3 L-88 Vette.

The wheels look a little small on the model and were probably modelled off the real Torino. in the TV series, they fitted over-size wheels and modified suspension to help with the stunts.

"Why don't you have a little coffee with your sugar."



The innards of the car reveal a sidewinder, a bar magnet with a couple of extra positions. The European drivers can change it around or remove it for a little tail spinning, the Americans can add more magnets.

The car handled really well on the track. The magnet is really strong and the car slowed down up my flyover giving the impression of a two-ton dead weight. Coming down on the other side, the car was quite fast. It even came off a few times as the magnet broke loose.

NSW Racing Calender 2004



"Oh, I love it when you get so angry."

Our two favourite cops are represented by soft plastic/rubber figures. At first glance, they're different, but actually as you see, they're the same model just painted differently with different arms. The heads, body and legs are the same. It sort of works. I can just imagine what the executive that made that decision said at the board meeting.



Overall - a great car. My wife loves it and after I've explained to my kids what the TV show was all about, perhaps they'll leave it for me to play with.



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
11th September 2004
Federation Park
Host: - Peter Drury

23rd October 2004
The Lightweight Mountain
Hosts: - Rod & Tim Holman

20th November 2004
Club Lines Grand Prix
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.

NEW SOUTH WALES RACING MEMBERS MOMENTS

NAME: *TIM HOLMAN*

MEMBER NUMBER: *480*

OCCUPATION: *STUDENT*

AGE: *13*

COLLECTING SINCE: *1997*

JOINED CLUB: *2003*

COLLECTION SIZE: *15*

**MOST DESIRED CARS
NOT OWNED:** *2 LATEST AUSSIE V8's
NINCO PAJERO*

**FAVOURITE CARS
OWNED:** *FORD ESCORT XR3I
NINCO MERCEDES CLK SAFETY CAR
NINCO BMW ROAD CAR
FORD FOCUS SIDEWINDER
SCALEXTRIC SUBARU'S*

OTHER HOBBIES: *PAINTING MINIATURES
SOCCER
BASKETBALL
MOUNTAIN BIKING*

COMMENTS: *I ENJOY RACING AT MEETS, AND HOPE THAT THE RACE MEETS
PICK UP AND THAT MORE SUPPORT FOR THE NEWSLETTER COMES IN. THE NSW RACING
ORGANISERS ARE DOING A GOOD JOB PUTTING THE RACING SCENE BACK TOGETHER
AGAIN.*

**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**

Grand Prix - European Style -

Recently, dad and I went overseas for the Electric Wheelchair Hockey World Championships in Finland that I was competing in. While we were over there we couldn't resist going to a Formula 1 Grand Prix, so we looked and found that the European Grand Prix at Nürburgring in Germany was on at the right time in the right part of the world so why not go and check it out. \$5,000 Aussie dollars (and a 20 hour plane trip) later we were there.

The Grand Prix went for 3 days from the 28th to the 30th of May. It had support racing during the weekend but nothing compared with the Australian Grand Prix. They were still interesting to watch, none of the support classes were German, and they were all European classes (mainly open wheelers). The support classes were Formula BMW, Formula 3000 and the Michelin Porsche Supercup.

The view of the track for the 3 days was excellent; we got to see the first corner and the following few corners and then we got to catch a glimpse of the cars half way round the track. It wasn't hard to tell who went past in their car-the top of the camera behind the drivers head is different colours. Red means that is the #1 driver in the team, Black means #2 driver in the team and Yellow is for the Test/Reserve Driver of the team.

FERRARI DOMINATION

If you go to the Australian Grand Prix or even just watch the race on TV, you will see a sea of red dominating the Grandstands. At the Australian GP the fan percentage is approximately:

70% worth of the crowd are cheering for Ferrari and MS, Jaguar and Webber are 20% worth of the crowd and the other teams are followed by 10% of the crowd. But at the European Grand Prix the Sea of red is even worse. The percentage are Ferrari and MS have 90%, then Williams and Ralf Schumacher have 5% of the crowd and then the other 5% of the crowd go for any one else other than the Schumacher brothers. Dad was fairly surprised because he assumed that there would be more people going for the

German Manufacturers like BMW and Mercedes but no, all of them are Schumacher fans.

PIT LANE WALK & BUS TOUR

On Thursday the 27th of May the day before the Grand Prix weekend, we got to have a pit lane walk. It was brilliant. We got to see every team garage except for the Ferrari garage because of the Schumacher fan size there was too big a crowd around their area, but I wasn't that distressed. So it was a brilliant experience I saw the main one I wanted to see, Jaguar's but unfortunately no drivers around to catch a glimpse of. After seeing all that we then got a bus tour of the Grand Prix circuit, which was good.

All this was only around \$35 Australian per person or free if you have purchased a Grandstand ticket for the weekend. Now these are the things you can't do at the Australian Grand Prix. You can get a Pit Walk but it is a Pit Straight Walk where you get to walk down the Main Straight and look over the fence into the pits and that costs a fortune.

MEETING TOYOTA

At Grand Prix's in Europe it is much easier to meet the drivers. I got to meet the 2 Toyota F1 Drivers, Cristiano Da Matta and Olivier Panis. So I got a Toyota Shirt signed by the drivers.

The only thing wrong was Olivier signed, and underneath his signature and he wrote 2003 and not 2004. I didn't really care about it being wrong, I was just happy I got them to sign my shirt.

QUALIFYING RESULTS

Pos	No	Driver	Team	Laps	Time/Retired	Grid	Points
1	1	Michael Schumacher	Ferrari		1:28.351		
2	10	Takuma Sato	BAR-Honda		1:28.966		
3	7	Jarno Trulli	Renault		1:29.135		
4	6	Kimi Räikkönen	McLaren-Mercedes		1:29.137		
5	9	Jenson Button	BAR-Honda		1:29.245		
6	8	Fernando Alonso	Renault		1:29.313		
7	2	Rubens Barrichello	Ferrari		1:29.353		
8	3	Juan Pablo Montoya	Williams-BMW		1:29.354		
9	4	Ralf Schumacher	Williams-BMW		1:29.459		
10	17	Olivier Panis	Toyota		1:29.697		
11	16	Cristiano da Matta	Toyota		1:29.706		
12	15	Christian Klien	Jaguar-Cosworth		1:31.431		
13	18	Nick Heidfeld	Jordan-Ford		1:31.604		
14	14	Mark Webber	Jaguar-Cosworth		1:31.797		
15	19	Giorgio Pantano	Jordan-Ford		1:31.979		
16	12	Felipe Massa	Sauber-Petronas		1:31.982		
17	21	Zsolt Baumgartner	Minardi-Cosworth		1:34.398		
18	5	David Coulthard	McLaren-Mercedes		No time		
19	11	Giancarlo Fisichella	Sauber-Petronas		No time		
20	20	Gianmaria Bruni	Minardi-Cosworth		Time deleted		



'First Corner of the Race'

THE RACE

The Allianz Grand Prix of Europe 2004 started and ended with bloody Schumacher leading all 60 laps of the race, now I've said that, we don't need to hear about Schumacher again! Ok, I admit he is the best driver in Formula 1 but because he is always winning he makes the racing boring.

The race was brilliant if you ignored Schumacher. The race started with the two Williams drivers clashing at the first corners with Montoya having to pit for a new nose and team mate Ralf Schumacher hitting an innocent Cristiano Da Matta and meant they were both out of the race at the first corner.

At the start Raikkonen jumped from 4th on the grid to 2nd at the first corner, with Alonso following. Raikkonen was doing well until the McLaren decided it didn't want to go any further and gave a big puff in front of us and all I thought was please be Coulthard for my sister's sake (She is a big Kimi fan) but it wasn't.

I can't really remember much about the middle of the race other than the Schumacher fans with the bloody Ferrari horns, honking at Schumacher but sometimes honking at the wrong car because they had no idea who was who in Ferrari they just thought the Ferrari in front was Schumacher but that wasn't always the case.

Somehow Barrichello got through the field into 2nd position; the McLaren of Coulthard gave up the same way as Kimi's. Also Sato gave Barrichello a run for his money but unfortunately

lost his front wing and had to pit for repairs and then a few laps later he blew his engine on the main straight. That gave his teammate Jenson Button the last place on the podium.

Also the drive of the day was from Aussie Mark Webber getting in the points finishing 7th. For the end of the race he was chasing down 6th place Fisichella but ran out of laps to haul in enough to have an overtaking option.



'The Podium'

RACE RESULTS

Pos	No	Driver	Team	Laps	Time/Retired	Grid	Points
1	1	Michael Schumacher	Ferrari	60	1:32:35.101	1	10
2	2	Rubens Barrichello	Ferrari	60	+17.9 secs	7	8
3	9	Jenson Button	BAR-Honda	60	+22.5 secs	5	6
4	7	Jarno Trulli	Renault	60	+53.6 secs	3	5
5	8	Fernando Alonso	Renault	60	+60.9 secs	6	4
6	11	Giancarlo Fisichella	Sauber-Petronas	60	+73.4 secs	19	3
7	14	Mark Webber	Jaguar-Cosworth	60	+76.2 secs	14	2
8	3	Juan Pablo Montoya	Williams-BMW	59	+1 Lap	8	1
9	12	Felipe Massa	Sauber-Petronas	59	+1 Lap	16	
10	18	Nick Heidfeld	Jordan-Ford	59	+1 Lap	13	
11	17	Olivier Panis	Toyota	59	+1 Lap	10	
12	15	Christian Klien	Jaguar-Cosworth	59	+1 Lap	12	
13	19	Giorgio Pantano	Jordan-Ford	58	+2 Lap	15	
14	20	Gianmaria Bruni	Minardi-Cosworth	57	+3 Lap	20	
15	21	Zsolt Baumgartner	Minardi-Cosworth	57	+3 Lap	17	
Ret	10	Takuma Sato	BAR-Honda	47	Engine	2	
Ret	5	David Coulthard	McLaren-Mercedes	25	Engine	18	
Ret	6	Kimi Räikkönen	McLaren-Mercedes	9	Engine	4	
Ret	4	Ralf Schumacher	Williams-BMW	0	Accident	9	
Ret	16	Cristiano da Matta	Toyota	0	Accident	11	

Fastest Lap: Michael Schumacher 1:29.468
Official Result

HISTORY OF THE TRACK

Located 60 kilometres northwest of Koblenz and 90km southwest of Köln. The original Nürburgring was 22.5 kilometres long. The track was so long and complicated that drivers couldn't remember the racing line. The Nürburgring had a total of 172 corners.

After the 1976 Grand Prix at Nürburgring where Niki Lauda had a terrifying accident and suffered horrific burns, the track's license to hold Formula One events was withdrawn. So, the track underwent huge redevelopment to create a new circuit and in 1984, the European Grand Prix was held at the new track and again in 1985, but it disappeared again after sponsoring difficulties. Then with the dominance of Michael Schumacher, the track was once again back in Formula One in 1995. In 1997 and 1998 the Grand Prix was called the Luxembourg Grand Prix and since then it has been called the European Grand Prix.



Grand Prix Website - www.nuerburgring.de

Andrew Waite



Princes Park: A History

Part III

DIORAMA

Chapter 6

ODDS and SODS 1

The Rubbish Bins

Years ago when my brothers and I were all whippersnappers growing up we were all into soccer. One thing which sticks in the mind about soccer fields of those days is the old 44 gallon drum style rubbish bins – the ones that were always supported by a pivot bar which was generally held up by two whacking great lumps of 4 x 4 inch timber post concreted into the ground. Looking around the diorama of Princes Park one realises that there are a reasonable amount of plastic pals scattered around the place. If it's one thing that a crowd of people is good at, it's making a mess, and we saw no reason why our 1:32 scale brethren would be any different, so it was decided that we would need some rubbish bins. Not only were the 44 gallon style drums easy to make, they are much more presentable in the diorama than the current Otto Bin, which has all the charm of a road accident!



The bins themselves come from the ever faithful, but by now sadly depleted, Italeri field service 1:32 scale model kit and are hung between two posts made up from rectangular pieces of polystyrene strip which are approximately 5mm wide by 3mm thick. The pivot is a standard sewing pin which is driven through the tops of the posts and bin in such a way as to keep the bin off the ground and to let it

swing freely. The posts themselves are attached to a small square piece of poly sheeting and just sits on top of the grass paper. Inside the bins (which this photo doesn't show!) is a variety of rubbish one would normally expect to find lurking within bins such as these; bits of paper and plastic bottles (made from sprue) and "Coke" cans complete with printed labels.

The Ambulance



The Princes Park Ambulance, as can be seen, is ex army, and judging by the way the front end continually falls out of it, it has had a very rough time! It is actually a Tamiya 1:35 scale model kit painted in traditional ambulance colours. Surprisingly, it actually was a model of a British Army Ambulance by Landrover.



Inside the rear of the Ambulance there can be seen a couple of stretchers and a few piles of blankets. As can be seen, the doors swing right back against the sides of the body and there is also a step that drops down making it easy for our 1:32 scale medicos to climb in and do their thing.

The Motorcycle



Here we see Eric's much loved model of a 1942 Harley Davidson which was a kit made by Italieri in 1:35 scale. The scene shown sits right beside our Scalextric classic track Flat Level Crossing and is always in the firing line when things go "Bump" during a race!

The Event Board



The Event Board is an original Airfix MRRC item from round about the mid sixties. Bought many years ago it was complete and in very good condition but the ravages of time (and not a few wayward slot cars as well) have wrought some changes to the board with a few pieces falling off here and there.

Figurines around the track

Most of the figurines around the Princes Park track are Scalextric dudes with a few Airfix MRRC guys thrown in for good measure. There

is also a smattering of Tamiya figures as well, but these are hard to spot in the crowd. As has been said in the past we like our to try and tell a story with the diorama and a few of our 1:32 scale buddies also have tales to tell!

Ecovandel



As a hold over from by gone days, our friend Ecovandel likes nothing better than to put on his lumberjack gear, go out into the world, find the nearest tree and give it what for! His motto is: "I don't need Green Peace because I can make my own "green pieces"!"

The AFX Sniper



Like Ecovandel, the AFX sniper has his own axe to grind. This goes right back to the days when we actually owned AND enjoyed an AFX slot car track. Luckily we graduated to bigger and better things like Scalextric, but our little friend never forgave us for "jumping ship", and takes out his anger by wreaking vengeance on the rest of our little plastic pals!

July
JULIO

GB by **FLY**
track

2004

Team ALFA ROMEO-FLY



Alfa **147GTA**
CUP

Ref.: TEAM 08 / 96042

Team Alfa Romeo Espana



BMW 3.5 CSL
ArtCar Calder

Ref.: E 684 / 96048



MAN

Ref.: Truck 51 / 08028



FLY classic Racing

Ref.: FLY 25 / 07039

NSW RACING
PRESENTS
THE NEXT EVENT
AT
FEDERATION PARK

HOST: - PETER DRURY
RACE DATE: - 11TH SEPTEMBER 2004
VENUE: - FEDERATION PARK
TIME:- TRACK OPENS AT 6PM (SAUSAGE SIZZLE)
RACING STARTS AT 7PM

RSVP: - 4TH SEPTEMBER 2004
CONTACTS: - SID TERRY PH 9769 – 1925 AFTER 7PM
STEVE TERRY PH 9864 – 8616 AFTER 7PM
E-MAIL SLARTIBARTFAST@OPTUSNET.COM.AU

- **EVENT 1 LEMANS CLASS 1**
- **EVENT 2 LEMANS CLASS 2**
- **EVENT 3 CLASSICS NINCO & SCX**
- **EVENT 4 SCALEXTRIC CORVETTES, MUSTANGS AND COMAROS WITH MAGNET REMOVED**
- **EVENT 5 OPEN SEDANS, (SCX, NINCO NC2 OR SCALEXTRIC) ROAD AND RALLY INCL. 4X4**

POINTS

1ST 5 POINTS
2ND 3 POINTS
3RD 2 POINTS
4TH 1 POINT

BONUS POINT FOR FASTEST TIME IN EACH HEAT

CONTINUOUS RACING, TIMED HEATS, WINNER COMPLETES THE MOST NUMBER OF LAPS
RACE LEADER HAS RIGHT OF WAY IN GOODWOOD AND SNOW CHICANES.

SAUSAGE SIZZLE FROM 6PM. BUY, SALE AND SWAP TABLE AVAILABLE AS WELL.

DONATION REQUESTED.

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.**

TVR T400R CDL



Having been a fan of the TVR's since they first appeared from the great vaults of Scalextric and yes, although I do have to admit to not actually loving the hideously ugly but rather endearing purple TVR, I am rather fond of it. The pinnacle, of course, was the Club Car, but now I think that Scalextric has gone one better yet again with the introduction of the 400R.

Along with its sisters in the DeWalt and Harman Kardon cars the CDL Racing TVR Tuscan 400R really is a treat to look at. The finish on this car is superb, and you have to wonder just how long can Scalextric keep upping the ante on the quality of their product.



Starting at the front of the car and you'll find that the moulding lines are all nice and clean with no visible defects that upset the eye. Moulding of the headlight surrounds is very crisp and the fitting of the bonnet cover is superb! Add to this the extremely high quality printing and bonnet clips and you have a nicely detailed front end! The only sour note is the grill, which appears to be plastic. Guess I've been

spoilt by some of the other cars, which actually have steel grills!



Travelling down the side of the car finds us looking at a plain white mag complete with hub nut and aerated disc. Mounted onto all of this was a nicely moulded Dunlop tyre.



Towards the rear of the car and the nice smooth lines and superb printing continues to please the eye and we are not let down as we pass over the exhaust pipes peaking out of just in front of the rear wheels. No boxy, sprue like pipes these, they are moulded with the last couple of millimetres hollow and painted a nice gloss black to help create the illusion of a true hollow pipe. Across the back and up over the rear wing we go with more of the same until we get to the Union Jack emblazoned across the roof to finish off a really great exterior.

With such a great looking exterior there is a price, however, and it is not in dollar terms. Sometimes a finely crafted item can be too finely crafted, and I think this is one such example. I found out, the hard way, just how brittle the

accessories on these fine beasts can be when I took my newly acquired DeWalt TVR for a blast around the track out in the shed. After half an hour of cruising around and getting used to the car, I started to really give it a work out, which ended in tears at the end of the main straight when the reasonably grippy magnet these cars have let go, causing the biggest “off” I’ve had here. The result was stunning, if not spectacular, with the rear wing, both mirrors and the windscreen wiper parting company in a spray of plastic! Ah well, I thought, I’ll just fit them back into the appropriate slots and off I go. Uh Uh. Not only was everything broken, it was broken in such a way as to negate the opportunity to glue it all back on. It’s a case of once it’s off, it stays off! Needless to say I treated the CDL car with a lot more respect. So don’t get too excited with your 400R.



Compared to the exterior the interior is very plain and basic. What there is, though, is done well, with the driver, rollcage, extinguisher and cockpit itself all moulded well. The only drawback is that it is a bit of a bugger to pull apart. Anyone who has pulled apart a Triumph TR7 will know what I mean.

The mechanical side of things sees the car with a forward mounted in-line motor sitting just behind the front axle. This is connected to a traditional rear axle assembly by a spring joined drive shaft which has a standard axle bearing assembly mounted immediately in front of the pinion gear to give the drive shaft support. Supporting this is a typical head/tail light wiring loom/circuit board arrangement and a new round easy change guide pin. Added to this is a two position centre mounted magnet and a slightly different front axle set up. Instead of the standard clip type arrangement Scalextric have opted for fully enclosed axle mounts which means that to

take the axle out you have to remove a wheel and pull the axle out from the opposite side of the car.

Onto the track we go and put the CDL Racing TVR T400R through it’s paces.

Straight out of the box and onto the track and the car gets away with very smooth acceleration. There is no axle hop and you wouldn’t want to see any with a magnet this strong. The car reaches it’s top speed very quickly but unfortunately it is not real quick. This I think is due to the magnet being too big as this car doesn’t have a lot of weight behind it. It has a very defined limit when cornering and there is no warning as to when you’ve reached it. One second your on and the next your gyrating madly over the track side scenery! Guide pin clicking for such a new car is remarkably small and maybe this is due to the round easy fit blade, which, it has to be said is real easy to change. Lift the rear end of the track and apply the throttle and you’ll find a fair amount of gear gnashing which isn’t apparent whilst racing. On a final note, don’t take the magnet of as this car will handle like a Clubman Mini!

Overall this is an excellent model which is a worthy acquisition for anybodies collection.

Front axle width: 56mm
 Rear axle width: 56mm
 Tyre diameter” 21mm
 Tyre width front: 9mm
 Tyre width rear: 11mm
 Plastic axle bearings

Wheelbase: 80mm
 Overall length: 138mm

Lights: Front and rear

Motor: Mabuchi S inline front mounted rear wheel drive
 Gear ratio: 9/27
 Magnet: 2.5mm rectangular
 Quick change guide braid plate

Weight: 90mg

Steve Terry

For those of you taking a trip to Germany and driving to a slot car event we present: -

THE DUMKOPF GLOSSARY

INDICATORS: Die blinkenlighten mit ticken fur turner.

EXHAUST PIPE: Die splitzen poppen bangentuben.

CLUTCH: Das kupplinverk mit schlippen and shtinken

AIR HORNS: Der vhatderhellvosdat klaxon far faren.

PUNCTURE: Das phlatt mit damn un blasten.

LEARNER DRIVER: Dumkopff mit elpalatz.

GT: Der allouagi mit dumkopff blonde.

MINI: Der buzzboxen mit traffikverin-Ing ist shaken under fingerraisin.

PETROL: Das koslijoose fur geddinzegreese offend den trousen.

MOTOR CLUB: Der meetinghaus fur wagnatterinelbowracsin.

MAGISTRATE: Der khortfurer mit shauten 'zweihunner marks und lizenze endorsen'.

PARKING METER: Das tannerpinscher klockenverks.

WINDSCREEN WIPERS: Das flippenfloppen muchshpred und sticken.

ROUND-A-BOUT: Das eeohazitatiziscloist.

T-JUNCTION: Vergutnessake dontgostraitonenkorner.

POWER BRAKES: Die shtoppenvherks mit edbangedondervindskreen.

LEVEL CROSSING: Das kangeroohopen pickenschticke.

CLASSIFIEDS

High Quality Repro-Parts for Scalextric cars etc.

Parts are made of resin and only have to be glued in place:

White PVA wood glue is recommended, do not use petroleum based glues, as it will destroy the surface finish of the model.

Prices are based on grade of difficulty of manufacture.

TV Tower Commentator \$15 hand painted
TV Tower Camera man \$15 hand painted

C.83	Screen - Sunbeam Tiger	\$15
C.69	Screen - Ferrari Berlinetta	\$15
C.34	Screen - Jaguar E Type	\$15
C.68	Screen - Aston Martin DB4	\$15
C.14	Screen - Matra Jet	\$15
	unpainted	
C.78	Screen - AC Cobra	\$8
C.75	Screen - Mercedes 190SL	\$8
B.1	Screen - Typhoon	\$10
C.11	Screen - Matra MS11	\$8
C.6	Screen - Panther	\$8
C.5	Screen - Europa Vee	\$8
C.9	Screen - Ferrari	\$12
C.56	Screen - Lister Jag	\$12

Please contact Steve Colin-Thome on 9730 1971 after 7PM on weekdays or leave a message if I am not available.

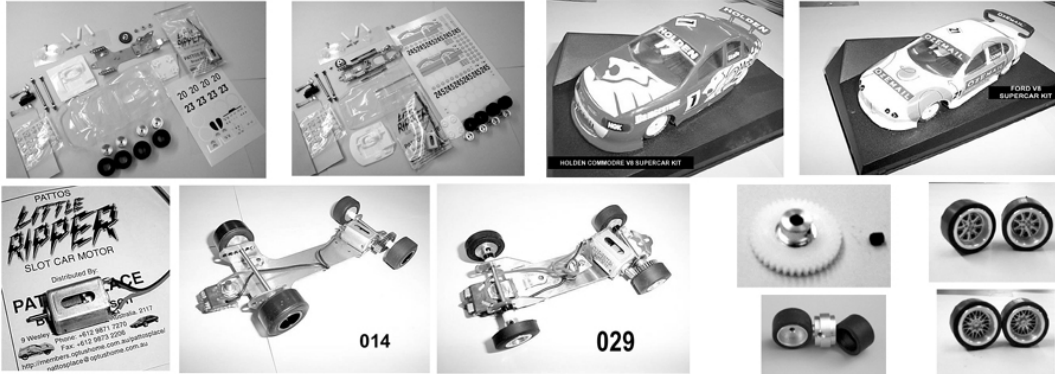


BRUCE PATERSON - PATTOS PLACE

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

CLASSIFIEDS

TYRES

Ref

TRADE PRICES MIN 6 PACKS PER TYPE

Description: -

SC1 RENAULT ALPINE, MATRA JET,
SUNBEAM TIGER, TRIUMPH TR4
SC3 JAVELIN, ELECTRA, FORD MIRAGE,
FERRAI P4, FORD 3L REAR
SC3F JAVELIN, ELECTRA FRONT
SC5 EUROPA VEE, PANTHER, MATRA,
LOTUS INDIANAPOLIS, FERRARI V8,
PANTHER REAR
SC5F EUROPA VEE, PANTHER, MATRA,
LOTUS INDIANAPOLIS, FERRARI V8,
PANTHER FRONT
SC7 MINI FWD C76, GO KART
SC32 MERCEDES 250SL, SEAT 850
SC34 E-TYPE JAGUAR, AC COBRA
SC36 HONDA, BRM, MCLAREN,
CHAPPARAL, COOPER CLIMAX, FERRARI
156, FORD GT40, FERRARI 330 REAR
SC36F HONDA, BRM, MCLAREN, COOPER
CLIMAX, FERRARI 156 FRONT
SC44 MERCEDES C111 WANKEL
SC45 MINI SPANISH
SC46 PORCHE 917K REAR
SC46F PORCHE 917K FRONT
SC47 SIGMA REAR
SC47F SIGMA FRONT
SC48 TYRRELL FORD, FERRARI B3,
WILLIAMS FW07, BRABHAM ALFA
ROMEO BT46, WILLIAMS FW07, LOTUS 79
SC48F TYRRELL FORD, WILLIAMS FW07,
BRABHAM ALFA ROMEO BT46, ALPINE
RENAULT, FERRARI B3, LOTUS 79 FRONT
SC49 FORD MUSTANG, CHEVROLET
CORVETTE DRAGSTER
SC49F FORD MUSTANG, CHEVROLET
CORVETTE DRAGSTER FRONT
SC051 PORSCHE 911, 917, 935 LANCIA
SC051F PORSCHE 911, 917, 935 LANCIA
FRONT

CLASSIFIEDS

SC054 TYRRELL P34 6 WHEELER
SC68 DUNLOP ASTON MARTIN, FERRARI
BERLINETTA, PORSCHE SPYDER, LISTER
JAG, VANWALL ETC
SC74 AUTIN HEALY, MERCEDES 190SL

SF1 70's & 80's F1 cars ELF TYRRELL, JPS F1
TYPE
SF1f MINI, DATSUN 260Z, FORD ESCORT,
F1 FRONT
SC070 AUDI QUATTRO, FORD ESCORT RS
2000
SCX RACING SLICKS 19.5X10MM
SCX1 RACING ULTRA THIN LOW PROFILE
FRONTS

my contact no is 02 4392-6018
shbushell@iprimus.com.au

Steve Bushell

