

# Club Lines



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## The Official Newsletter of the **AUSTRALIAN SCALEXTRIC RACING AND COLLECTING CLUB** INC.

**[www.scalextricaustralia.com](http://www.scalextricaustralia.com)**

**In the spirit of friendly competition and mutual co-operation**

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### Contents

1	Contents and Committee
2	Formatting Info/Letters to the Editor
3	Armchair Racer
4	Letters to the Editor
5	Danish Slot Car Meet
6	National Grand Prix Notice
7	Auction Notice
8	Scalex World
9	Auction List
10	Auction List
11	Auction List
12	Fun and Games
13	Hebers Paradox/NSW Racing Dates
14	Leemans Hobbies
15	Sermon at the Mount
16	Sermon at the Mount
17	Sermon at the Mount
18	Sermon at the Mount
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](mailto: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.



## Letters to the Editor

### One for the Racers.

As the Pingerove Cup season wears on the V8's are beginning to struggle with tyre wear and cracks appearing in the engine mounts (These cars are running to the box standard rule) and in one instance breaking off, even with the magnet in the forward setting.

**Q:** *Are other Race groups experiencing these problems?*

**Q:** *Is the box standard rule detrimental to these cars long - term performance?*

**Q:** *What are, if any, the alternatives?*

I would very much like to hear what others have to say.

Sid Terry

A member sent this in. Fancy having this in your backyard!



Here is a picture from an event run in Italy. The photo shows only two tracks, they run four, and you can just see someone racing on one of the other tracks over on the right of the photo.



# ARMCHAIR RACER

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## PIT CREW ACCESSORIES

<b>C8303</b>	<b>PIT TEAM A</b>	<b>BLUE</b>	<b>\$49</b>
3 x JACK MEN	6 x WHEEL MEN	1 x DALLARS CAR	
<b>C8293</b>	<b>PIT CREW A</b>		<b>\$27</b>
3 x JACK MEN	6 x WHEEL MEN		
<b>C8291</b>	<b>PIT CREW A</b>		<b>\$27</b>
2 x FUEL MEN	6 x WHEEL MEN		
<b>C8302</b>	<b>PIT TEAM B</b>	<b>YELLOW</b>	<b>\$49</b>
2 x FUEL MEN	6 x WHEEL MEN	1 x DALLARA CAR	
<b>C8292</b>	<b>PIT CREW B</b>		<b>\$27</b>
2 x FUEL MEN	6 x WHEEL MEN		
<b>C8294</b>	<b>PIT CREW B</b>		<b>\$27</b>
3 x JACK MEN	6 x WHEEL MEN		



**C1137 STARSKY & HUTCH RACE SET**

**C2575 STREET CORVETTE \$45**

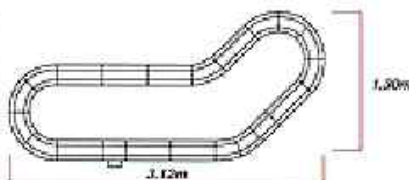


**C2603A STARSKY & HUTCH TWIN CAR PACK \$90**

**MotoGP Set 1 C5000 - ROSSIE v CAPIROSSI \$195**



*rossi v capirossi*  
Cat No: C5000



**Valentino Rossi**  
Repsol Honda  
Cat No: C6000



**Loris Capirossi**  
Ducati Marlboro  
Cat No: C6008

visit [www.armchairracer.com.au](http://www.armchairracer.com.au)

for the latest released slot cars

**Issue 126**

**OPEN 7 DAYS**

**JULY 2004**

## Letters to the Editor

**Your e-mails and letters are invited,  
and I will try to answer any that I  
receive and publish them with  
hopefully an answer.**

The ones below raise a few issues which I thought were quite worthwhile as we are gaining a constant stream of new members and they question what we have now been doing for over 10 years.

### **Dear Editor**

I am a new member to the club and have attended one race meeting and found that a lot of cars that are raced you cannot buy anymore. Do you always race these old cars and where do you buy them seeing that they are probably at least ten years old.

Thankyou **Lance Smedley**

### **Dear Lance**

Thanks for your email, cars that we race yes are sometimes older than those currently in production. It is the usual practice of the club that race meeting hosts choose cars that they prefer to race. We try to include some recent releases in the classes to encourage new members but as we are guests at each race venue we can only suggest to the host those cars that are more popular. It is up to the host what he or she prefers to race. You can often pick up older and new cars in the Club Lines classifieds or from garage sales or markets. Mention your interest to family and friends and it is surprising what might be given to you. A certain way is to attend the forthcoming club auction on the 14<sup>th</sup> August 2004, even the internet or ebay list cars and track for sale.

And another

I have heard that you cannot race modified cars at the race meeting here in Sydney. I have improved many of the older cars so that they can at least stay on the track at a reasonable speed. Can someone tell me if my

modified cars will be permitted to race if I get to attend a meeting. **Grant Stewart**

### **Dear Grant**

Your question on modifying cars probably goes back to when they were first invented. There is much satisfaction in tuning and modifying a slot car so that it performs better than what it did when it first came out of the factory. The simple truth to the racers here in Sydney choosing to race non modified (as produced) cars is that it puts each racer on an even footing and allows all types of cars to be categorized so that we can race a model against another model and the performance will be similar. In that way if the host of a meeting chooses we can race any of the cars that Scalextric has produced. However if you can host a meeting you can then choose what cars are raced, in this way you can nominate cars that are modified but you would have to mention what modifications are permitted.

And one more

My friend and I recently attended a Sydney race group, (NSW Racing - Ed) meeting where we attended as spectators, I am a new member of the club. What I noticed was this stop and go rules and I was wondering why you have to use these rules as I like to race continuously as I have a lap counter hooked up to my track.  
Yours sincerely **Steve Lawley**

### **Dear Steve**

NSW racing has been using these rules since the club started however that is not to say you have to use them if you host a meeting. They work well in keeping the racing close and are useful if your track is landscaped as damage can often occur in the frantic action of putting cars back on the track when they deslot during continuous racing. For the uninitiated the stop and go rule basically allows each racer two deslots without penalty, upon the third deslot the racer is eliminated from that race. However each host of a meeting has the right to choose what rules they want, the stop and go rules are available for any host that cares to use them.

# Denmark

## - Slot Car Racing -

When dad and I went overseas for the Electric Wheelchair Hockey World Championships we couldn't give up the opportunity to not go to a slot car race meeting. After the Grand Prix we went by train around Europe starting in Germany and ending in Finland 5 days later. So we travelled through a couple of countries on the way and 1 of them was totally worth it and that was Denmark. I have been emailing Peter Munkholm the person in charge of the slot car club in Kolding, Denmark.

They race every Thursday night and have practise on Monday nights. They own a clubroom in a community hall with a huge 6 lane track made from half routed track and half Ninco track. The track was brilliant and very smooth.

We decided to go to their race meeting on Thursday the 3rd of June as we were in the area at the right time. Hopefully we could make Australia proud. Sorry, didn't happen.

The club don't use Box Standard cars because the routed track has no magnet and to help the cars handle better they heavily modify their cars. They change the chassis of their car to a Slot.IT chassis and a bigger motor in the cars.

The night started off with 1 lap qualifying to see what race we will be in. I was first up and went past the line in the number 1 position and it lasted awhile because the next 2 driver failed to get a time, so I was looking at pole until dad came along and blasted my time by a couple of seconds and then everyone else went faster than us. The computer put us into groups, the 4 slowest drivers in the first race and the fastest 4 in the 2nd race.

I used a modified Scalextric Sport MG Lola and dad used an almost unmodified Fly Porsche 917 it only had the magnet removed.

The races were made of 6 heats of 6 minutes. Dad and I were in the first race with and another racer Alain. In the first dad had a miserable time struggling to keep up with anyone with a very slow car. After a poor start from me I got in the

groove and started chasing down second place, I got passed him and then extended my gap on the gap over third place and at the end of the heat I was 2 laps up on third and 2 laps down on first.

In the next heat dad stayed in 4th with his miserably slow car. I started well and then as what usually happens my hand got tired and I and lost a lot of time. I just kept pushing my self and by the end of the second heat I was down to third but only a couple of metres behind second but I only had 1 minute to rest my hand.

The third heat I pushed to see whether I would be able to get back into second but my hand had not recovered and I lost about 5 laps on second. Dad kept struggling in 4th trying to keep a respectable pace behind the others.

The 4th heat I decided to go slow and rest my hand for the following heats losing another 5 laps on second putting me 10 laps behind. Dad still in a lonely 4th place.

Two more heats to go. Heat five and my hand still needs more of a rest, so it is still time for going slow for me and dad has a slim chance he could over take me in to 3rd but my hand got better half way through the heat and all dad's hopes of beating me were gone as I lost more laps on third but a I had gotten back in the swing of things. Only losing 3 laps to second.

The last heat of our race and I was ready to race again and I went off to a flyer unlapping myself on second, leaving dad behind all alone like he was for most of the race. End of the Race and the Aussies finishing 3rd and 4th. I finished 11 laps behind second and dad finished 5 laps behind me.

It was a great time had by dad and I, except dad would have wanted a better car and my car was perfect. It is interesting see how other race clubs race especially if they are a club overseas.

HA HA HA I BEAT YOU DAD

Andrew Waite

Australian Scalextric Racing & Collecting Club presents

**First Official Australian SCALEXTRIC Grand Prix**

**Sunday 15<sup>th</sup> August 2004  
(ASRCC Weekend)  
10am – 4pm at:  
ARMCHAIR RACER, Lane Cove  
NSW**

- Indy Racing League Dallara Cars
- Prizes 1<sup>st</sup> – 3<sup>rd</sup> places, including slot car set for Grand Prix winner
- 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 30<sup>th</sup> July

Pre-selected choice of cars



C2498 Delphi \$35.10



C2515 Coca Cola \$28.80



C2442 Pennzoil \$35.10



C2517 Gulf \$28.80



C2516 Mobil \$28.80



C2518 Pirelli \$28.80



C2443 Corteco \$35.10

# Australian Scalextric Racing & Collecting Club presents:

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

## Saturday 14<sup>th</sup> – 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](mailto:john@scalextricaustralia.com)

## Sunday 15<sup>th</sup> - August First Official Australian Scalextric Grand Prix

Open to all financial members

Entries close – July 30<sup>th</sup>  
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

**We are 1/32 Scale Specialists in  
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- Track Test your Purchase on 3 Large Tracks

**Visit our new updated website  
@[www.scalexworld.com](http://www.scalexworld.com)**

81 items giving a total of 95 cars

from

Armchair Racer

#	Ref	Cond.	Scalextric Slot Cars (No Reserve)	Colour	Qty BOX 5
1	c2258	New	Cadillac LMP "GM Racing #1	silver	1
2	c2259	New	Cadillac LMP "Dams #3	black	1
3	c2455	New	F1 Toyota #24 Mika Salo	red/white	1
4	c2456	New	F1 Toyota #25 Allan McNISH	red/white	1
5	c2416	New	F1 McLAREN MP4/16 #4 "Kimi" 2002	silver/black	1
6	c2415	New	F1 McLAREN MP4/16 #3 "David" 2002	silver/black	1
7	c2440	New	F1 Team Xerox	red	1
8	c2318	New	F1 Team Firestone	silver	1
9	c2007	New	Renault Megane Diac	blue	1
10	c2441	New	F1 Team Rapid	blue/white	1
11	c2422	New	Porsche GT1 #3	yellow	1
12	c2002	New	BTCC Audi A4 Quattro England Ltd Ed	silver	1
13	c2496	New	Ford Focus WRC "German Livery #34	white/orange/grey	1
14	c2428	New	Ford Focus #32	red	1
15	c2427	New	Ford Focus #31	white	1
16	c2529A	New	Goodwood Set Ltd Ed.3 GT40 1966 1,2 &3rd	Blk/Blue/gold	4
17	K244	New	Scalextric SUPERSCALE Ford Tyrell	white/blue	1
18	c2452	New	A.S.R.&C.C.1st Club Car Ltd Ed 250made	royal blue	1

Ref	Cond.	Pink Car Slot Cars (No Reserve)	Colour	Qty	
19	CV007	New	Bugatti 59	white	3
20	CV011	New	Auto Union	yellow	1
21	CV013	New	Bugatti 59	green	1
22	CV022	New	VW Beetle "Fire Departement"	red/white	1
23	CV023	New	VW Beetle "Doctor"	white	1
24	CV024	New	VW Beetle "Commerative issue for 1000000 slot cars made"	gold	1
25	CV027	New	VW Beetle Cabrio	red/white	1
26	CV028	New	VW Beetle Cabrio	green	1
27	CV035	New	Citrone 2CV 1974 Rallye	red/blk roof	1
28	CV036	New	Auto Union	green	1
29	CV041	New	VW Beetle Cabrio	black/white	1
30	CV052	New	Ferrari 250 GTO	red	1
31	CV2002	New	VW Beetle "Commerative issue for the launch of the Euro"	blue	1

Ref	Cond.	SCX Slot Cars (No Reserve)	Colour	Qty BOX 4	
32	60440	New	Arrows F1 #18 "Team 2000 Showcar"	orange/blk	6
33	60600	New	Cadillac Northstar #4 "Motorola"	black/white	1
34	60660	New	Skoda Octavia #11 "Castrol"	white/green	3
35	60690	New	Arrows F1 #14 "Team 2001 Showcar"	orange/Blk	1
36	60730	New	Mini Copper 1969 Vintage Ltd Ed.	red	1
37	60910	New	Sigma Vintage Ltd Ed. E2 RX type motor	silver	1
38	60930	New	Seat Leon #1 "2002 Cup"	gray/orange	1
39	60980	New	Arrows F1 #20 "G.P. Monaco 2002"	orange/blk	2
40	61170	New	Mercedes CLK DIM #3	silver/red	2
41	61180	New	Corvette Dragster Vintage Ltd Ed.	blue	1
42	83390	New	Chaparral GT Vintage Ltd Ed.	white	1
43	61280	New	Minardi F1 #19 "Malavsia G.P."	black	1

Ref	Cond.	Scalextric Slot Cars (with reserve)	Colour	Qty	BOX		
44	C75	VG	Mercedes 190SL Type 2 full tonneau sml head	white	1	BOX 1	
45	C362	MB	Rover Police Car	white/red/black	1		
46	C382	VVG	Jaguar XJR9 "Castrol" #60	white/green/red	1		
47	C319	VG	Truck "Rebal Rig" unused chrome	blue/red/white	1		
48	C138	VG	Williams FW07B Saudi Leyland	white/green	1		
49	C139	G-VG	Brabham BT49 #5	white/blue	1		
50	C026	VVG	March Ford E9 motor Type 2	red	1		
51	C126T2	VG	Lotus 77 "JPS" Type 2	black	1		
52	C126T3	VG	Lotus 77 "JPS" Type 3	black	1		
53	C121	VG	Tyrrell Ford 007	blue	1		
54	C472	G-VG	Ferrari 312 T3 #17 Dunlop	red/yellow/black	1		BOX 2
55	C473	G-VG	Renault RS-01 Panasonic/Technics	blue/white	1		
56	C374	VG	Williams FW11 Honda #5	white/blue/yellow	1		
57	C373	VG	Lotus renault 98T "De Longhi" #11	black	1		
58	C602w	G	Jaguar XJR9 set car	black/red	1		
59	C373	VG	Aust.Set Car Lotus Honda"ELF" not in Catalouge same as C434	Yellow	1		
60	C434	VG	Lotus Honda Turbo "Camel #12" with Turbo Flash	Yellow	1		
61	C492	VG	Benetton B193 Ford only 500 with Schumacker name on Air Box	green/yellow	1		
62	C143	VG	Williams FW15C Renault "ELF" #2	blue/white	1		
63	C289	VVG	Porsche 935 Turbo #4 headlights, type 2 body	gold/blackroof	1		
64	C288	G	Porsche 935 Turbo #4 headlights, type 2 body	silver/blackroof	1		
65	C432	G-VG	Ford RS200 4WD #6	white/blue	1		
66	C43	VGB	McLaren F1 #8 RX E2 motor	Blue	1	BOX 6	
67	C23	VG	Scalletti Arrows Type 1 yellow narrow wheels	red	1		
68	C23	VG	Scalletti Arrows Type 1 yellow narrow wheels	green	1		
69	C51	VG	BRM 160	dark green	1		
70	C137	F	Ligier JS11 small crack in chassis	dk blue/white	1		
71	C76	VG	Mini Cooper front Wheel drive	green	1		
72	C282	VG	Motorbike Sidecar #7 Type 2	green/silver	1		
73	C283	VG	Rover "Triplexs" #12	white/blue	1		
74	C74	G-VG	Austin Healey 3000 Repo windscreen	green	1		
75	C74	VG	Austin Healey 3000	red	1		
76	C24	VG	Team Car #6	red	1	BOX 7	
77	C19	VG	Team Car Scalextric racing team #7	white	1		
78	C44	G-VG	Mercedes C-111 Wankel RX E2 motor"spanish"	white	1		
79	C44	G-VG	Mercedes C-111 Wankel RX E2 motor"spanish"	orange	1		
80	C41	G	Ferrari GT 330 RX E2 motor some brown marks	sky blue	1		
81	C64	VG	Bentley 4.5 litre 1st issue	black	1		

SERIAL #	CAR	COND.	COLOUR	REPRO PARTS
82	C1 Alpine Renault	Some brown marks rear window clip damaged	black/white	no
83	C22 Porsche 917	VG Some light scratches to rear of body + glass	white	wing
84	C41 Ferrari GT330	EXCELLENT, some faint brown marks.	blue	no - repro box
85	C43 McLaren M9A	VVG	yellow	no
86	C52 Escort Mexico	VVG, some minor scratches to tampo	black/yellow	bumpers
87	C61 Porsche Spyder	VVG, minor graze to l/r wing	green	no
88	C48 Tyrell Ford 002	Excellent	yellow	no
89	C84 Triumph TR4	EXCELLENT (driver platform repair)	blue	everything
90	C109 Escort Mexico broad stripe	VVG, some minor scratches to tampo	black/orange	bumpers
91	C118 Escort Mexico lighted	VG Some scratches to roof tampo	black	bumpers

SERIAL #	CAR	COND.
92	Bathurst V8 Sport Set	MB
93	GP3 Set x 2 AC Cobras	VG
94	C69 Ferrari Berlinetta Red	VG
95	C7 Mini Type 1 RX Green	VG
96	C37 BRM RX Blue	VG
97	C7 Mini Type 6 RX Yellow	VG
98	C58 Cooper RX Type 2 Red	VG
99	C7 Mini Johnson Yellow	VG
100	C75 Mercedes 190SL White (rear wheel arches repaired)	
	Porsche Spyder Yellow (rear wheel arches repaired)	
101	C61 Green Australian Rover	VG
102	Pit Stop Kit (ex Markin)	MB
103	C235 Spectator Stand Kit	MB
104	C235 Spectator Stand Kit	MB
105	F301 Boxed Set of Spectators 1960's	G
106	C22 Porsche 917k White	VG
107	C4 Electra Red	VG
108	C17 Lamborghini Muira Yellow	VG
109	C15 Ford Mirage Blue	G
110	C77 Ford GT40 Blue	G
111	C20 Dart Gree	VG
	Marshalls & Mechanics on inner card	
112	F300	
113	C8002 Pole Position Sound Unit	G
114	A209 Grandstand	



## **SLOT CARS ARE POWERED BY ELECTRICITY BUT, WATT IS ELECTRICITY??**

Electricity is a colourless, odourless gas, which burns with a bright flame.

Light grows from a bulb.

An AMP is a little animal that crawls along a wire. An amp lives in an OHM. In summer an amp lives in a COULOMB.

POLARISATION is the changing of an ohm into a coulomb.

An AMMETER is an animal that eats amps.

A BATTERY fires amps around a circuit. An amp rides around the circuit on a MEGACYCLE

Megacycles are parked on a GRID.

FLEMMING'S RIGHT HAND RULE states that: All amps must ride their megacycles on the right hand side of the wire.

A CHARGE occurs when all amps run down the circuit at the same time.

All amps meet at an ACCUMULATOR.

An OERSTEAD is an OHMSTEAD for ORSES.

A JOULE is a fight between two amps.

You receive a SHOCK when an amp isn't wearing shoes.

As if this wasn't enough:

When James Watt read this, he invented the steam engine as a decent alternative...and was prematurely retired to the old VOLTS OHM.

## **TEST YOUR LOGIC ON THIS BRAIN BUSTER**

In the spring of 1963, a curious fad, which probably began in the US, swept the world.

Strangers would accost strangers with a

mimeographed sheet of paper, and the question: "Have you seen this?"

In university dorms the problem was tacked to doors. In suburban households the ring of the telephone was likely to herald a voice that asked "Is it the Norwegian?"

The cause of the excitement was the brainteaser below.

The facts essential to solving the problem - which can indeed be solved by combining deduction analysis and sheer persistence - are as follows:-

1. There are five houses, each of a different colour and inhabited by men of different nationalities, with different pets, drinks and slot car collections.
2. The Englishman lives in the red house.
3. The Spaniard owns the dog.
4. Coffee is drunk in the green house.
5. The Ukrainian drinks tea.
6. The green house is immediately to the right (your right) of the ivory house.
7. The Scalextric collector owns snails.
8. Fly cars are collected in the yellow house.
9. Milk is drunk in the middle house.
10. The Norwegian lives in the first house on the left.
11. The man who collects Ninco lives in the house next to the man with the fox.
12. Fly cars are collected in the house next to the house where the horse is kept.
13. The Carrera collector drinks orange juice.
14. The Japanese collects SCX.
15. The Norwegian lives next to the blue house.

Now who drinks water and who owns the zebra?  
ANSWER NEXT MONTH.

## Heber's Paradox Or Why is it So?

For years I've noticed an unusual event occurring with slot cars and thought nothing of it until now. Last night at our Wednesday night track meeting I was discussing the forces that act upon a racing slot car.

Gravity, tyre traction or grip, centrifugal force and angular momentum exerted by the rotating wheels and armature, friction of the guide sliding along the slot, vibration caused by the pinion 'hitting' each tooth of the crown wheel and resultant waves of energy in the form of vibration resonating throughout the entire car and further centrifugal force as the car rounds a corner. Not to forget the energy absorbed by the car as it bounces along the track surface. But there is one more unexplained form of motion in a slot car that I pose to the members to solve.

If you contact the braids of a car to the track but suspend all four wheels in the air and rev the motor, some slot cars turn the front wheels in the same rotation direction as the rear spinning wheels. There is no visible means of communication energy to the front wheels like the rear pinion / crown wheel but still the front wheels turn. I'm obviously excluding 4 wheel drive cars. To confound us further it doesn't happen in all 2-wheel drive cars. Why is it so? Try it out on your 2 wheel drive cars and see if you can figure out an explanation and write it up for the magazine. As a physics teacher I'm really keen to find out the reason behind Heber's Paradox.

Gordon Heber 15.7.4.



## NSW Racing Calender 2004

7<sup>th</sup> February 2004  
Princes Park  
Host: - Eric Terry

13<sup>th</sup> March 2004  
Verandahring  
Host: - Chris Uttley

**This meet was originally placed on the 6<sup>th</sup>, it has now been moved to the 13<sup>th</sup> March**

3<sup>rd</sup> April 2004  
Robs Raceway  
Host: - Rob Thurlow

15<sup>th</sup> May 2004  
Culver City  
Host: - Steve Bushell

17<sup>th</sup> July 2004  
Armchair Racer Enduro  
Host: - Jim Berry  
(RSVP through NSW Racing)

7<sup>th</sup> August 2004  
Pymble Raceway  
Host: - Mark Laverick

September  
18<sup>th</sup> September 2004  
Federation Park  
Host: - Peter Drury

23<sup>rd</sup> October 2004  
The Lightweight Mountain  
Hosts: - Rod & Tim Holman

20<sup>th</sup> 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.

**JULIO  
JULY**

**FLY** *CarModel*

**2004**

**Alfa Romeo 156 GTA**



Ref.: A 782 / 88114

**FERRARI Daytona**

Ref.: A 671 / 88136



**NOVEDAD NEW**

**PORSCHE 917K**



Ref.: C 89 / 88117

**FERRARI 512 S Coda Lunga**



Ref.: C 73 / 88118

**PORSCHE 908 flunder LH**



Ref.: A 412 / 88121

**AUGUST  
AGOSTO**

**PORSCHE GT1-98**

Ref.: A 77 / 88120



**LOLA T70**



Ref.: C 94 / 88119

# NSW Racing

Sermon at the Mount: With the retirement of Peter Briggs from active racing to pursue a social career in remote control yachting, and with the loss of his fabulous rooftop circuit to the racing scene in nsw, round four of the Pinegrove Cup presented to the organisers the problem of finding a different circuit to race on as a replacement to Pete's. Quite quickly a new 'Host' circuit was found to insert into the Pinegrove racing Calender in the form of Holman Inc's Lightweight Mountain. A circuit like no other, that stands out even amongst the best that nsw can offer, a circuit that leaves the racer in no doubt that he has just experienced something unique, a circuit known to most racers as simply "*The Mountain*"

When approached and asked if they would like to Host a meet we got as far as "would you like too..." before Tim said yes while Rod, who is older and wiser waited till he'd heard "Host..." before committing to the affirmative and the Meet was on. The Classes to be contested were Formula 1 Class One, Formula 1 Class Four, Aussie V8's, Mini Class Five and the Host's Choice for the night, Le Mans Class 2. The format was 10 lap Heats, 2 Heats per Event, Alternate lanes (inside-outside-off), 3 De-Slots = DNF, 2 Black Flags (for chicane infringements) = DNF, 1st Black Flag incurs one De-Slot, Safe and Careful driving one Kidney Workout, wining a race two Kidney Workouts, and for being serious multiple Kidney Workouts from everyone present...

It was at this point in time that Rod spoke the first of Mount Colah's Commandments "*Thou Shall Indulge In Victory or Death Racing!*". Which was fitting as he was the next racer to be called to the track with the two tone Red/Green Lotus 16, which was to square off against the yellow Lotus 16 of Andrew Moir in this particular Heat... It was also fitting that in having displayed excessive talent in driving Scalextric cars to emphatic victories over a well beaten Andrew in the first heat, and Rob Thurlows green Cooper in the second Heat that Rod should be the first racer to be awarded two Kidney Workouts for having the hide to win at his own track! Steve Colin-Thome was the next to take on the competition and the Mountain with

sterling victories over firstly the green Lotus 16 of Big Pete Drury and then overpowering the blue Lotus 21 of Eric Terry in the second to take the pair being to good with his yellow Lotus 16.



## In the Pits!

Mr Takefuji put in an appearance in the next set of Heats earning Kidney Workouts for excellence in Slotcarism. With a solid display in hill climbing to the Mountains summit driving a looped braided red BRM, he was to good on a lap to lap basis for Steven Drury's red liveried Ferrari 156 in the first Heat, and Pete Drury's lotus in the second. It was about this time we noticed that the Mountain appeared to be in a bad mood with every racer involved in competition up to this point having a least one De-Slot per Heat and in some cases DNF's as well. I was the only other racer too earn a workout in this Event with a victory over Nicholas Drury's 156 in the first Heat, then too strong for Jessie Thurlow's green Vanwall (which just couldn't handle the tight and twisty mountain) in the second driving a yellow Lotus 16.

The Host's choice, Le Mans Class Two was the next Event to be run. Such was the mood of the mountain you had to be driving something low to the ground with small tyres and good handling to boot. Thus those driving Mercedes Wankels had a distinct advantage over their rivals cars. Steve Terry started the Wankel dominance with a white model hammering firstly Liz Waites yellow Lamborghini Miura, and then Alan Quinlans red P4 Ferrari respectively. Steven Drury repeated the hammering to Liz's Lambo then Andrew Moirs orange Electra , earning himself a black flag at the crossing in the

process. This prompted Rod to speak the second of Mount Colah's Commandments "*Thou Shall Annoy The Marshals By Ignoring Him!*". This was to become a theme as the night wore on due to the nature of the track, a lot of which can't be seen from the Marshals position.



Tunnel #1

Nicholas Drury's Wankel ably backed up his brother with a pair of outstanding victories against Eric Terry's blue P4 Ferrari in the first heat and Takefuji's (John Corfield) Porsche 917 in the second. In the following Heat John used the second commandment to full effect in his race against my orange Wankel. when, on the last lap of the race, after a tight, seesawing battle, I had a De-Slot in the skid chicane near the crossover. And while the Race marshal (in this case Steve Terry) had his head down after the stop was called marking the De-Slot, John blithely drove around the blind part of the circuit (through a couple of tunnels) past my Stationary Wankel toward the Start/Finish line for the win. Fortunately for me reflexes took over and just as blithely I snatched the car from the track as it passed in front of me and replaced it in a more appropriate position (behind the Wankel), and giving John a look that said "Bad Mr President!" We waited for the "Go" signal to continue the race. Steve at this point looked up from the Big Red Book, saw John grinning broadly, my look of consternation, said "what?" ... , having missed the entire incident, then said "Go" , at which I damn near got run over by a rampaging John on the 24 inch journey to the finish line!

Jessie was one of the non Wankel runners to score driving a very pretty yellow Porsche 917 to competent victories over Kathy (Rod Holman)

Watts blue Ford Mirage and Lexie's orange wankel, for once the Mercedes being outclassed By the competition. Steve CT was the only other non Merc runner to get the double with easy wins over Tim (The Mutant) Holmans yellow Lamborghini and Big Al's red P4 Ferrari.

The next Event would prove to be toughest of the night, with Formula one class four taking to the grid. We were lucky to a certain extent with F1 Class one earlier in the night, the cars having a narrow axel width and track. The Class Four cars were to prove with their wider track, light weight, and Mabuchi powered acceleration to be a real handful and this prompted Rod to speak the third of Mount Colah's Commandments "*Thou Shall Scare The Hell Out Of Lane Marshals!*". This started immediately with cars roaring down the middle straight off the top of the Mountain like an icy blast from Antarctica. And to complicated matters there is a kink down toward the end of the straight that runs into a Y chicane and a right handed chicane corner. And as this is right in front of a main marshalling position the marshals can get very nervous indeed. To top this off Rod's driveway drops away from the garage at an alarming rate so any cars to get past a marshal is not likely to be seen again, at least not seen in recognizable condition.



Tunnel #2

Fortunately this didn't happen but with the Mountain in a bad mood there were no fewer than 16 DNF's (nearly half the field in this Event), a couple of Black Flags and an awful lot of De-Slots. In fact, only four racers out of a field of eighteen managed to finish both Heats. And of those four, only two won both Heats. Tim, driving a Mobile liveried Lola carefully against Pete's Indy Lola in his first Heat and

Al's GQ SSR car in the second. I was the second, with another GQ car holding out CT's F187 and then getting plum lucky against brother Steve's Virgin Cola car, which DNF'd out of the race while holding a commanding lead.

While the V8's paraded next the Mountains mood was just as nasty as the previous Event, the end result being an unhappy experience for the Ford's and Holden's. Not as many DNF's in this Event but five Black Flags were awarded to racers unwilling to slow down once they had momentum, and failing to give way in the chicanes. The local derby between Kathy and the Mutant was a classic battle with Tim's Valvoline Commodore squaring off against Rod's DJR Falcon. With both racers ignoring the rules of the road three Black Flags were awarded during the course of the Heat. One Black Flag being awarded to Tim, the other two to Rod, Making him the first racer this year to be disqualified for excessive exuberance on the track. This prompted Rod to speak the fourth of Mount Colah's Commandments "*Thou Shall T-Bone At Every Opportunity!*".



*The Apex*

The other drivers were only slightly less exuberant, big Al's Castrol Commodore receiving a Flag and failing to finish both Heats, and numerous others being given warnings for close shaves at the crossing. Tim continued his good form with a thrashing of my Valvoline Commodore by three laps in another impressive display driving the Valvoline Holden. Jessie also showed good speed with a Castrol Car having the wood on Andrew Moirs Pirtek Ford in the first Heat and the Pirtek Ford of CT in the second. Takefuji was in fine Falcon mode as his

DJR Ford avoided carnage at the crossing (like all circuits using this piece of track if you muff the crossing it affects your whole lap), going on to dominate fellow ford drivers Liz and Lexie in their respective Heats. Drury Racing continues to grow in confidence with both Steven and Nicholas winning their Heats. Steven with a Dick Johnson Falcon Triumphant over the Pirtek Fords of CT and Eric the Pumpkin. Nicholas did the business driving a Valvoline Cummings Commodore to Victories over the DJR Fords of Steve Terry and dad Pete. Rob Thurlow's Castrol Car was too strong for Lexie's Pirtek Falcon and Secondis' DJR Ford. Despite being out numbered by eleven to seven the Holdens were clear winners of this round with a total of eleven victories to eight across the Event.

The Mighty Mini's were the last class to challenge the Mountain in the attempt to dominate, but didn't fair as well as might be expected. Even as good as the car is, they struggled to come to terms with the conditions the Mountain had to offer, or more likely, the competitors involved did not give the Mountain the correct amount of respect and suffered accordingly. Kathy Watt quite rightly knew the secret of the Mountain and behaved accordingly, picking up a pair of wins with a white Italian Job Mini besting Lexie's blue and Liz's white versions respectively. Rob Thurlow's 'John Cooper' sponsored mini was another to enjoy the conditions with wins over Liz's white Italian Job car in his first Heat and Nick's 'JC' car in the second. My Blue Italian Job car (a wonderful thing to drive !) was the last to come to terms with the Mountain with competent victories over Big Pete's Yellow Cooper in my first Heat, and Andrew Moir's John Cooper car in the second.

This signalled the end of the nights competition, and this prompted Rod to speak the fifth of Mount Colah's Commandments "*Gentlemen, Release Your Barking Spiders!*", which was instantly followed by multiple explosions of... Anyway, the points standing for the Top Five on the night stood thus: 5th place on 36pts – Tim ( The Mutant) Holman, Equal 3rd on 37pts – Steve (CT) Colin-Thome and Steve (Secondis) Terry, 2nd on 38pts – Rob Thurlow and 1st place (after umpteen years of trying!) Sid (bfc)Terry on 48pts.

After Four rounds of the Pinegrove Cup the standings are:

Andrew Moir	1 <sup>st</sup> on 23pts
Sid Terry	=2 <sup>nd</sup> on 22 1/2 pts
Steve Colin-Thome	=2 <sup>nd</sup> on 22 1/2pts
Steve Terry	4 <sup>th</sup> on 21 1/2 pts
Eric Terry	5 <sup>th</sup> on 18pts
Mick Waite	6 <sup>th</sup> on 17 1/2pts
Liz Waite	7 <sup>th</sup> on 15 1/2pts
Rob Thurlow	8 <sup>th</sup> on 13pts
Peter Drury	9 <sup>th</sup> on 12 1/2pts
Andrew Waite	10 <sup>th</sup> on 10pts
John Corfield	11 <sup>th</sup> on 8 1/2pts
Lexie Terry	12 <sup>th</sup> on 4 1/2pts
Nicholas Drury	13 <sup>th</sup> on 1point
Alan Quinlan	14 <sup>th</sup> on 1 point



*Another view of the Apex.*

The Mini Challenge:

1 <sup>st</sup> on 38pts	Sid Terry
2 <sup>nd</sup> on 32pts	Liz Waite
3 <sup>rd</sup> on 31pts	Steve Terry
=4 <sup>th</sup> on 30pts	Andrew Moir
=4 <sup>th</sup> on 30pts	Mick Waite
=6 <sup>th</sup> on 27pts	Eric Terry
=6 <sup>th</sup> on 27pts	Steve Colin-Thome
8 <sup>th</sup> on 24pts	Lexie Terry
9 <sup>th</sup> on 23pts	Peter Drury
=10 <sup>th</sup> on 20pts	Rob Thurlow
=10 <sup>th</sup> on 20pts	Alan Quinlan
12 <sup>th</sup> on 13pts	Nicholas Drury
13 <sup>th</sup> on 10pts	John Corfield
14 <sup>th</sup> on 8pts	Andrew Waite

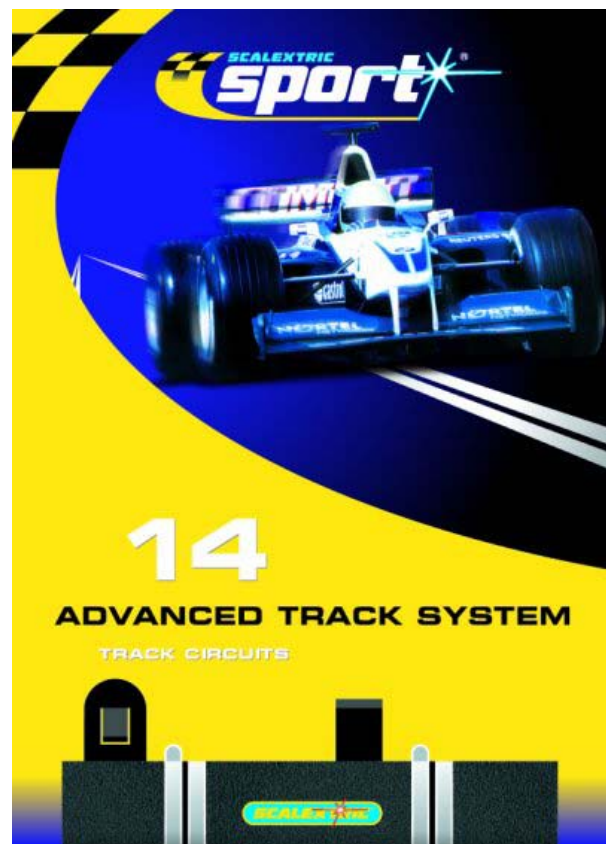
Many thanks to Rod and Tim for their enthusiasm in Hosting the meet, and also for their hospitality on the night.

With the clock striking 2am in the morning this prompted Rod to speak the last of Mount Colah's Commandments "Gentlemen...Go Home!!"



A prime marshalling position, Behind the marshal the driveway slopes away at an alarming angle. This is a drunk killer as quick reflexes are needed.

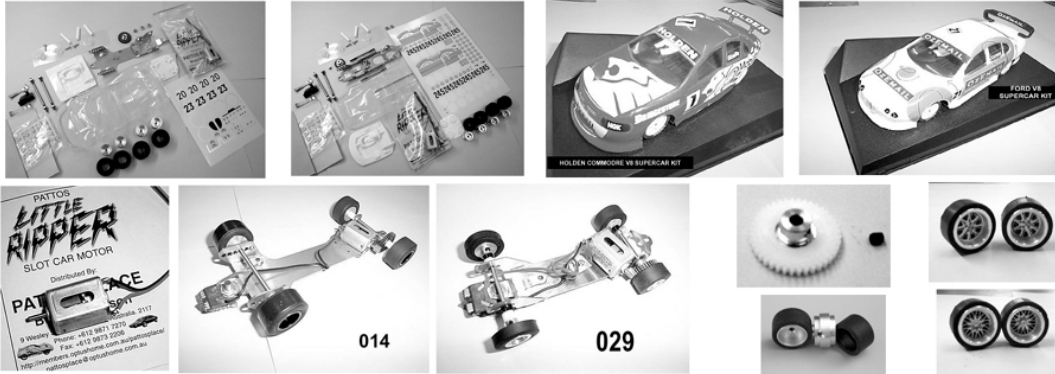
Cheers,  
Sid Terry.



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# CLASSIFIEDS

## TYRES

Ref

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**Description: -**

SC1 RENAULT ALPINE, MATRA JET,  
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SC3 JAVELIN, ELECTRA, FORD MIRAGE,  
FERRARI 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  
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FRONTS

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

Steve Bushell

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**Fly** A25 Marcos LM 600 (yellow), A41 Porsche  
Joest (blue), A22 Ferrari 512 Berlinetta (yellow)

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for racing, therefore any will do, used or abused.  
Also wanted: - Ford Escort XR3i. C375/6 screen  
only.

Bill Holmes on behalf of Jon Polden.