

Club Lines



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

www.scalextricaustralia.com

In the spirit of friendly competition and mutual co-operation

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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

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



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

In Future Issues

Members Moments from: -

Jesse Thurlow Sid Terry
Andrew Thompson

Graeme Scriven
Alan Quinlan
Eric Terry
Steve Terry

Race Reports on: -

Back at the Mount

General Articles: -

Jean-Pierre Wimille

Princes Park – All Lit Up!
Princes Park – Doing A Lap.

Competition!

One for all the Scalextric Widows

Julie Hibbird writes: -

I must introduce myself I guess. Well I am Julie Hibbird and I am the better half of Alan Hibbird as some of you might have spoken to me on the phone. I am an Undercoverwear consultant and I am happy to donate this voucher if we have a winner.

I have just had a discussion with my husband about the amount of bubble wrap he has lying around. I can't believe that he has so many. I told him that I would write to club lines and just find out how many of you happy racers out there have a lot of bubble wrap. Then I came up with a competition for the Scalextric widows. This is how it goes. The Scalextric widow who has the most bubble wrap lying around will win a \$25.00 voucher from Undercoverwear. Donated by Me.

My husband has 6 rolls of bubble wrap. So beat that!!!!

So happy crashing and good luck.

Julie Hibbird

Send entries to either the club website or the clubs PO Box. See page one for details

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Issue 130

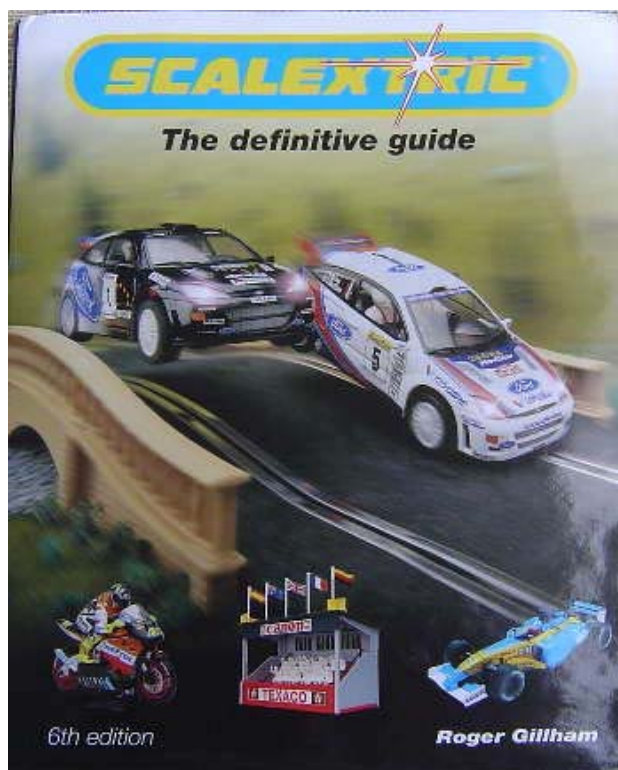
OPEN 7 DAYS

NOVEMBER 2004



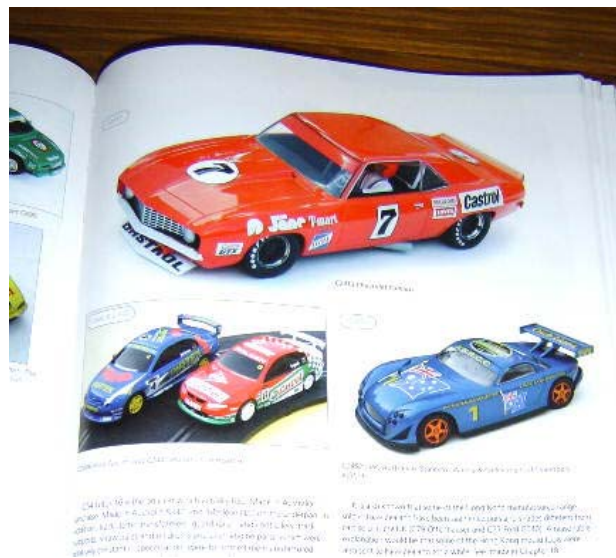
-Scalextric- The Definitive Guide

Finally today I arrived home to see a small brown package from Haynes Publishing, England which could only mean one thing. Roger Gillham's 6th edition Scalextric book was here. We've been sending preliminary data to Roger for some time now so it seemed an eternity since the mention of an Australian chapter for "SCALEXTRIC - The Definitive Guide" was suggested. These preceding Gillham Scalextric books have gained a reputation for being the bible for any true enthusiast and let me just start by saying this is the first time I've welcomed any Bible type material at my threshold.



Roger contacted the ASRCC sometime ago when he first started preparing information for the book and thanks to some help from Australia's foremost Scalextric collectors, edition 6 now contains a special chapter just for

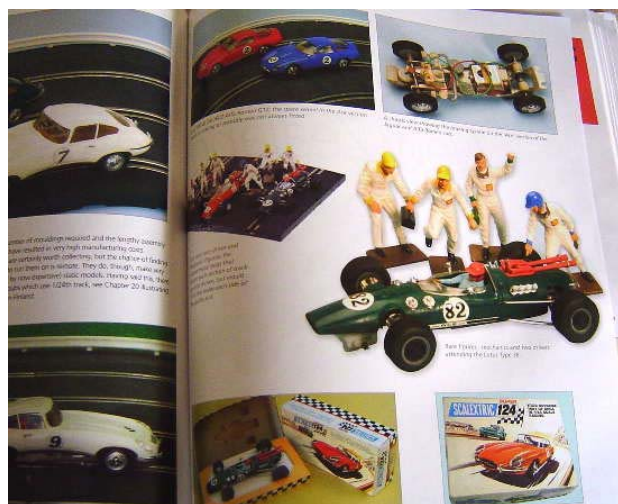
Down Under. (Chapter 13!.. ironic?) The books have now become much sort after pieces for the Scalextric enthusiast as a guide for collecting. Its popularity stems from a unique list of practically everything Scalextric/ Hornby has made be it cars, buildings, components over the past 5 or so decades. For example, Roger manages to break down the component listing into almost one whole page of the different motorbikes.



So hardly a Scalextric stone is left unturned. I'd go so far to say this is possibly the first book that manages to cater for all Scalextric enthusiasts be they either racer, collector, or passing enthusiast. It will also give the new Scalextric enthusiasts an insight into Hornby's past as well as filling the need for an updated logging of cars for the collector.

The hardcover book is also easy to handle and is well illustrated with over 700 images in its 250+ pages. The book also contains all the areas of interest plus some of the areas where information has always been scarce. To summarise, it begins at the Scalex tinplates, moving on to the first plastic cars, then cars with lights, motorcycles, special sets, 1/24th Scalextric, the various Australian, French, Spanish and Mexican cars as well as rarer colour's of smaller production numbers. In amongst this we have the smaller intriguing fields like Scalex boats, Go-Karts, "you steer cars" and of course one of the rarest items of interest, a detailed pictorial of the James Bond set. What Scalextric collecting book would be complete without that? Sprinkled throughout the

book is also some great Scalextric artwork from box lids which I've always had a great interest in. For those of us who appreciate the detail, some of this artwork is very impressive to say the least.



The photos dotted throughout the book are of exceptional quality. Their clarity and size make it easy to use the book as a detailed reference if one were rebuilding a Scalextric car from parts. I say this because I've had some bags full of stuff here for years which I was handed by a lady at a Hobby show many years ago. Contained within the 32nd models were some larger bodies and parts which I assumed must have been from a 24th scale static model. Low and behold, with the arrival of this book I now recognise a rear gearbox assembly from a 24th Scale Ferrari F1 that has been kicking around my desktop for about 5 years. Looking at the 24th scale Scalextric equipment in chapter 12, I now gaze in disbelief as most of the bits I'll need are in this bag. Edition 6 will be a great help during the rebuild. Boy, am I glad I didn't flick them now.

Another new chapter for this edition has been the inclusion of the 'Home Circuit' pages, featuring some of the more detailed layouts. The hobby is often promoted as model motor racing, and it's this area that holds the greatest interest for me. As a small boy, I was introduced to Scalextric by viewing a large, fully detailed layout, so the thought of just pulling it out of the cupboard and laying it out on the floor has never really entered my mind. So to see others who have very nice circuits is great. Roger also gives us a look at his own terrific 3 lane 24th Scalextric

layout now enjoying permanent employment in his back yard shed. Its hard to pick out any one photo as a standout although the most interesting one for everyone I'm sure will be the timeless black and white heading up chapter 20 "Home and Club tracks". A photo of what is one cracking layout, and not a small boy in sight. Toys? Hardly!



I could go on but if you are after something for the kids to get you for Christmas, put your order in for one now. They never make too many of these.

A nice touch from Roger taking time to thank all our Australian friends with an acknowledgment in the front of the book. Truly a must have for the Australian Scalextric enthusiast.

This one is a cracking good read. Roger, Edition 7 is really going to have to be something special!

Dave Hannaway

(Available from ARMCHAIR RACER)

Princes Park: A History

Part III

DIORAMA

Chapter 6 ODDS and SODS 2

Figurines around the track (continued)

The Track Marshals

A close look around the track reveals to the sharp of eye several little dudes called “track marshals”. These guys are holding in their hot little hands pit boards upon which are written several supposedly important messages which are designed to help our fearless drivers compete in a safe and efficient manner.



Marshal # 1 has some pretty good advice for those who want to live past the right hand corner at the end of the main straight.



Marshal # 2 also has some good advice!



Marshal # 3 has some excellent advice for Ralph Watson, who used to be a regular at Princes Park before being enticed north of the border. Ralph always maintained that it WAS possible to overtake in chicanes, and spent many nights at the Park trying to prove his theory. Although never able to do this to the audience’s satisfaction, he was always entertaining in his efforts to achieve the scientific recognition he felt his theory deserved!



Marshal # 4 holds a sign that promises to alleviate the enormous thirst built up by our drivers whilst competing at the Park.

Unfortunately, however, things are not what they seem as our little plastic pal has a sting to be delivered by one of his brethren at the very next corner!



Marshal # 5 delivers the sting!

Nurse Nancy



Nurse Nancy holds an I.V bottle aloft as our intrepid racer receives some badly needed medical attention after coming to blows with the tree, which stands, beside the flat level crossing.

Pops



Pops is a seldom seen figure as he is one of those dudes who just slip under every bodies radar. But beware, for you might find him sidling up to you when you're most unprepared and try to sell you a program!

The Fire Crew



At the first sign of trouble the Princes Park Fire Crew swings into well-drilled action. Most of the time it's just a blown motor, but here we see a 312 Ferrari which has taken on the tree which has been planted (perhaps foolishly!) besides the flat level crossing.

The Ferrari lost!



The Crew Chief (above) directs the efforts of the crew and also tries to keep the onlookers and rubber Neckers at a safe distance.

Steve Terry

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RIVERSIDE INTERNATIONAL RACEWAY



Cover of the official program for the 1953 race held at March Air Force Base, a pre-cursor to those held about a mile north at the soon-to-be Riverside International Raceway, a sun-baked section of desert on the road between downtown LA and the popular resort of Palm Springs.

Riverside International Raceway, built in 1957, was a 9 turn road course in Southern California, one of the most famous of all the American racetracks. There were various configuration options, permitting road courses ranging in length from 2.54 to 3.3 miles. The first NASCAR race was held on June 1st 1958. The first International event held was the United States Grand Prix in 1960. This was held two and half months after the World Championship had been settled and so Ferrari did not bother sending cars, but rising star Phil Hill, who had won the previous event - the Italian GP was able to find a drive in a British Racing Partnership

Cooper. The race was won by Stirling Moss in a Lotus 18.



Phil Hill setting up for Turn Two (1959)

F. Sheff recalls his favourite Moss incident at the 1960 US Grand Prix:

I was Jack-of-all-specialties at Turn Eight on Sunday. I was the only one there: I had a headset, a fire extinguisher, and a set of flags, so I was Observer, Flagman, Turn Marshal, and Emergency Crew, all in one.

Near the end of that race Moss was a minute or so ahead of the second place man, and with about four laps to go I reckoned he (and I, and everyone else) was bored and marking time to the finish. I had been using the blue flag ("look out for overtaking traffic") conscientiously for the entire run. I just casually strolled a step or two closer to the course and flipped the flag out so Moss could see it. He did, and I saw him give a quick look in his mirrors and nod his head. I thought, "Ho, good joke!"

Next time he came by he was travelling perceptibly faster than in the immediately previous laps and at just a critical point, he was out of shape and his car was sliding right at me! I jumped and scrambled, and he gathered it up and motored around, head back and laughing. Ho, *better* joke.

The main reason Formula 1 came to Riverside was that the teams had been unhappy with the choice of Sebring, the venue of the 1959 Grand Prix. As a result the circus was still searching for a permanent home in the USA. One race later it went looking again, and moved to Watkins Glen. Although Formula 1 never returned to Riverside, the circuit became one of the mainstay tracks for the Sports Car Club of

America series of races and Can-Am events during the late 1960s.

Two records have stood at Riverside since 1960: Stirling Moss fastest qualifying lap at 1:04.4 and Jack Brabham fastest race lap at 1:56.3. In 1961 California road courses were dominated by the Maserati Type 61 "Birdcages" and Jurassic-era V8 powered Specials.



Type 61 Birdcage

In 1963, millions of dollars were spent to improve the track in time for the 1963 Riverside season. The entire pit area was moved from the outfield of the track to the infield. Riverside was the finest road track in the west, the crown jewel of motor sport in southern California, and in the opinion of many international experts, one of the best road courses ever built.

No driver and track were ever as closely linked as Dan Gurney and Riverside. He won five NASCAR races there, including four in a row, from 1963 to 1966, and again in '68.

He ran the Indy Eagle in the Rex Mays events and dominated the field. His favourite racing number, 48, was borrowed from the football number of Les Richter, who ran Riverside for years. Gurney was also successful when Indycars first visited the facility in 1967 and won the first two events. The track was very bumpy and in the 1970s it was used mainly for sports car races and it was at one of these that Rolf Stommelen was killed. The track also claimed the life of NASCAR star Joe Weatherly in 1964.

The Last Great TransAm Race was held there, in 1970, when Parnelli heaved a banged up Mustang through a darkening afternoon to win the event. The Last Great Can-Am Race, with Donohue in the Sunoco Porsche 917-30, was held at Riverside in 1973. Emerson Fittipaldi

was the fastest qualifier for the first IROC race at Riverside in 1974.



Jo Bonnier's McLaren M6B, Riverside Can-Am 1968

Don Fuller recalls:

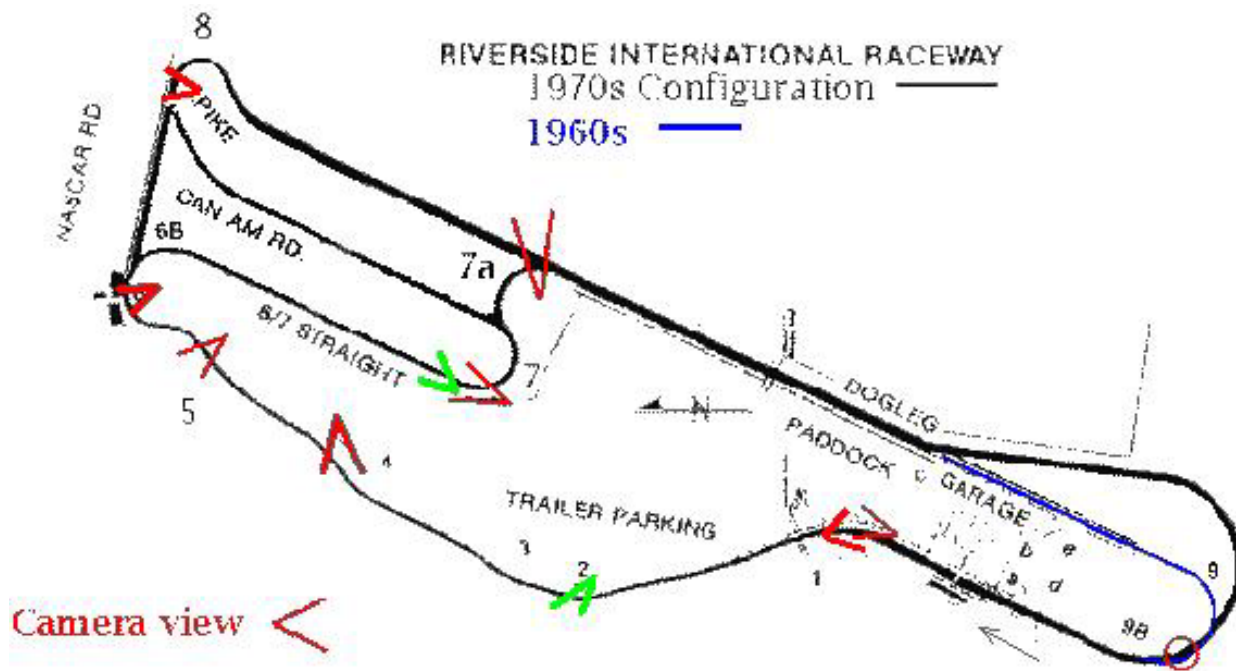
In 1974 there was a Formula 5000 race with Andretti, Al Unser, Brian Redman, James Hunt, John Morton, Jerry Grant, Vern Schuppan and Lella Lombardi (remember her?). Added to the field was Bobby Unser, who brought along the Indy Eagle with its turbo Offy; strangely, the rules let it in with the F5000 cars. He put that thing on the pole, too. The rules on boost then were pretty much that you could keep whatever you could get and—man, oh, man—did it get with it down the back straight—until it broke and Mario won. Looking back, that field had three Indy 500 winners and two Formula 1 World Champions.

When CART was established the new series needed tracks on which to race and so raced at Riverside between 1981 and 1983.

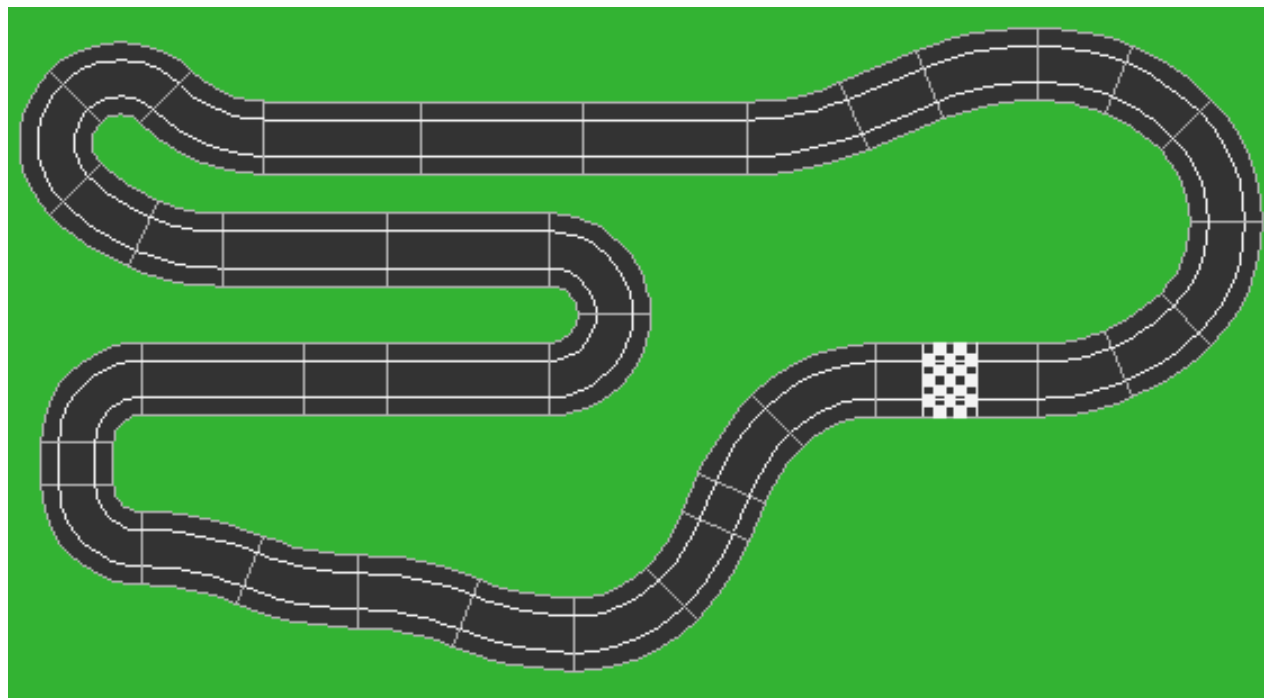
Home to the NASCAR Winston Cup (at that time known as the Grand National), the last race was held on June 12th 1988, the same year that Scott Pruett scored his initial IROC win in the last IROC race at Riverside. The track was sold that year and has long since been converted to a parking lot for a Shopping Mall.

It seemed that, in the last years, there were about a million Last-Lap-of-Riverside events. Even after the whole area up around Turn Eight was ploughed into a prefab shopping mall, the racing went on. Even after Turn Seven A was lost, somebody put down some new asphalt that kind of wound around from Turn Seven and made its way down to Turn Nine, and the racing went on. Give it credit, the track went down

fighting. But the effect of California property values is an inevitable force.



A good representation of the Riverside Circuit can be achieved with Scalextric or SCX track on a Ping-pong size table. (See the picture below)

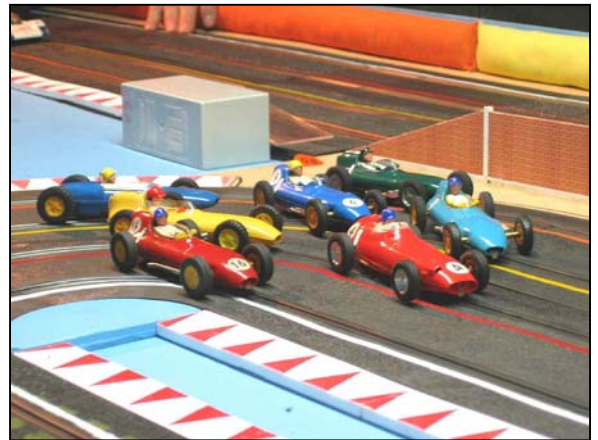


Track List (Clockwise from start straight)

- 1 C168 Start Straight
- 1 C161 Std Curve (L)
- 1 C153 Outer Curve (L)
- 1 C158 Quarter Straight
- 1 C153 Outer Curve (R)
- 1 C151 Std Curve (R)
- 1 PT84 Outer Outer Curve (R)
- 1 PT84 Outer Outer Curve (L)
- 1 PT84 Outer Outer Curve (R)
- 1 PT84 Outer Outer Curve (L)
- 1 C156 Double Inner Curve (R)
- 1 C158 Quarter Straight
- 1 C156 Double Inner Curve (R)
- 2 C160 Straight
- 1 C159 Half Straight
- 2 C156 Double Inner Curve (L)
- 3 C160 Straight
- 2 C153 Outer Curve (R)
- 3 C156 Double Inner Curve (R)
- 2 C151 Std Curve (L)
- 3 C160 Straight
- 1 PT84 Outer Outer Curve (L)
- 1 C159 Half Straight
- 1 PT84 Outer Outer Curve (R)
- 2 C153 Outer Curve (R)
- 3 C151 Std Curve (R)
- 2 C153 Outer Curve (R)



Chris Uttley



A Host of Grand Prix cars battling it out in one of the hairpins at Pinegrove

Readers Writes

Graeme Scriven writes: -

Hi Steve.

Just a note about me. I was racing on a track in 1961 in a garage in Ashwood and the cars they were using were 1/25 scale scratch built merit bodies. We raced our Scalextric cars separately. Later a track was built in a shop and then the 1/32 scale cars had their own night! The cars to beat – V.I.P, Scalextric Juniors, Airfix and Cox. Scratch builds were also a must – as long as they were 1/32 scale.

My answer to win was to put an MRRC motor in an Airfix Lotus 21 – instant winner!

We then moved to another track closer to home, but 1/32 scale racing stopped so we raced 1/25 scale instead. Here I raced in a 24-hour race with several Co – drivers where we came second! Work then took me away for twelve months and unfortunately when I came back the track was gone. I still kept collecting though! It was about 30 years later that I heard about Nick Petrenko’s track and club and I was racing again!

My track is a 95-foot long 1/25 scale Kogure track and I also have a reasonable collection of cars.

I have enclosed some prints of it and hope you find it interesting.

With Thanks

Graeme Scriven

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Chris Uttley

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High-ranking member of the Ecovandel group apprehended in broad daylight



Some great lead up work by the members of D.O.O.F.U.S undercover agents group has lead to the arrest of one of the countries most dangerous Scalextric track Ecovandels, Noah “Tank” Hannaway. Whose other alias’ include, “Where the heck is he now” and “Oh no, he’s hopping in the bath again with all his clean clothes on”. A cleverly laid out trap saw the shed roller door left open enough, allowing access for only the smallest human being or large elf like creature.

Seen here dressed in his lock down pyjamas and stolen fathers beanie, he had subtly escaped from the protective custody of the high-chair and absconded though the high security laundry screen door at the rear of the watch-house. He then sought to hide his tracks by stealthily making his way across the rain dampened grass. Caught here on surveillance camera pulling down guard rails and catch fencing, he quickly succumbed to a flurry of manpower (mother) and was brought before the Magistrate (me) for preliminary hearings.

The Magistrate refused bail and he was later released into the custody of his elder brother and sent to the lounge room floor where he was held in a trance by the Playstation 2.

September
Septiembre

GB by **FLY**
track

2004

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Ref.: A685L / 99011

NSW Racing
Presents
The Next Event
At

PRINCES PARK

Host: - Eric Terry
Race Date: - 5th February 2005
Venue: - Princes Park

RSVP: - 28/01/2005
Contacts: - Sid Terry Ph 9769 – 1925 after 7pm
Steve Terry Ph 9864 – 8616 after 7pm
e-mail slartibartfast@optusnet.com.au

Scalextric Only

- F1 Class Two
- Mini Class Two
- F1 Class Three
- Nascar Class Two
- F1 Class Five

16 Competitors only.

Points

1st 5 points
2nd 3 points

10 laps/heat
2 heats/event
3 Deslots = DNF
2 Black Flags = DNF
1st Black Flag incurs one Deslot
Race leader has right of way in
Chicanes and Crossover.

Track opens 5pm. Racing starts at 6pm

Supper provided, 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.

NSW Racing

Pymble Raceway:

With the NSW Racing meet at Mark Lavericks magnificent Pymble Raceway set to happen one week before the ASRCC's very first National Grand Prix, we were expecting to have a reasonably small turnout. What we were expecting and what we got were two entirely different things with 20 competitors turning up to compete in what was to turn into a fantastic nights racing. As this was one of the biggest meets this year (after the Armchair Racer Enduro, not to mention the Grand Prix) it was decided that we would run the heats as a timed race lasting two minutes with continuous racing and unlimited deslots. There was to be a winner of each event and an overall winner of the meet as well. Instead of points we would be counting laps, which was assisted by having an electronic lap counter and by also having the track cut up into sectors. This is also one of the biggest two lane tracks I have seen, with an average lap time of around sixteen seconds



With the drivers all in attendance, and the briefing done, we were set to go racing. The first class to be contested was Ninco classics, the drivers being Michael Priestly and Brad Cunneen, both driving Ferrari 166's. The man from Sylvania was too strong for his opponent amassing a total of 10.33 laps across the two Heats. The Home Track Advantage Monster got off to a good start with an impressive 13.04 laps driving a yellow Ferrari 250 over Kathy Watts red Ferrari that completed 10.60 laps total.

Daughter Lexie showed a flash of real skill in driving a yellow Ferrari 250 with a powerful performance overcoming Tim (The Mutant) Holmans red 166 amassing 12.19 laps, which would get her second overall in this class. Steve

Terry, also driving the Ferrari had a good race against Mark Hircums 250 being too strong, realising 12.04 laps from his two Heats. The Top Three for this class were: Mark Laverick on 13.04 laps, Lexie Terry on 12.19 laps and Steve Terry with 12.04.

Renault Meganas went head to head with Subaru Impreza's in the next Event, Touring /Rally Class 3. One of the exceptions was The Host's Opel Vectra, being too strong for Brad Cunneens Silver Impreza, completing 13.71 laps To Brads 12.41. The Cheezel, (an aptly named yellow Megane) driven by Steve Terry thoroughly enjoyed the long straights of Pymble to outclass Big Pete's Subaru with an impressive 13.36 laps to Petes 13.03. Tim the Mutant also had a blinder in this Event, driving a DIAC liveried Megane to perfection, effectively lapping Eric Terry's Works liveried car with 11.98 laps. All up the Renaults had the edge on the Subaru's, being slightly faster down the main straights, giving them the nod. The Top three for this Event were Mark Laverick, completing 13.71 laps, Steve Terry, 13.36 and Tim Holman 13.07 laps completed.



The next Class of cars to taste the conditions were Le Mans Class Four, and as these cars are pretty much at home anywhere some excellent distances were recorded. It was a treat to watch the cars wend their way up the switch backs of the hill climb, crest and negotiate a corner remarkably like the dipper at Bathurst as they enter the main straight, travelling down the hill full tilt, dabbing the brakes at the cambered left hander at the end of the straight, continuing down another fair sized straight for yet another left hander, then entering the twisty section beyond. Eric the Pumpkins XJ8 travelled well against Rod Clarke's Dunlop sponsored Porsche with 14.13 laps as against Rods 13.52. The Mick Waite vs Rod Holman stoush turned out to be a tussle and a half, with neither driver grudging an

inch in the first Heat, only 1/10th of a sector separating the contestants in the first Heat, but Rod got the upper hand in the second Heat, completing 7.22 for a total of 14.17 against Mick's 14.09 laps completed. Mark Hircum topped the leader board in this Event with a total of 15.98 laps completed, followed by Myself with 15.01 and The Home Track Advantage Monster still travelling well with 14.85 laps.



The next Event was a tense affair, being an open wheeler class, with Formula One Class Six making a welcome return to the track. But you had to be careful in the tight section of the circuit or you would pay the price of a tyre banging De-Slot if you got too close to your opposite number. Though over half the field had the Ken Tyrrell name on it, the FW11B Williams driven by Peter Drury was a real flyer, being way too strong in amassing 14.39 laps over John Corfield's B189 Benetton, with 11.43 laps completed. Alan Quinlan and Andrew Waite squared off with a pair of B189's, and gave each other what for in the early part of the Heat, but with Andrew's hand tiring Al got the advantage in the tight sectors of the lap and drove away to a good win, with 14.33 to Andrews 12.42 laps. Mick was one of two brave souls to take on the Tyrrells with a Lotus 98T with Camel livery, and achieved the expected result of being hammered by my 018 15.50 to 13.85. Liz was the other taking on Mark Hircums personalised silver painted Tyrrell and was lapped twice for her troubles. Mark once again finished on top of the pile with an impressive 15.98 laps, myself second with 15.50 and the H.T.A.M third with a total of 15.38 laps completed.

The final Event of the night was a class that is becoming popular and is perfectly suited to the conditions Marks track had to offer...NASCAR! These big, heavy, fast cars are an absolute Hoot, as they steam down the mountain straight flat strap and, barely slowing their momentum whip

into the bottom straight before beginning bleed off momentum for the tight section of the circuit. From there it's a case of smooth driving, feathering the throttle in the sweepers and accelerating smoothly out of the hairpins before travelling down the diagonally placed middle straight, over the bridge to the base of Mt Pymble, where the wonderful hill climb awaits you.

One of things I like most about NASCAR's is the wonderful liveries available, for example the # 17 Dewalt car in black and yellow, whose pit crew have been aptly named "The Killer Bee's", or the dark green #14 Conseco Car, great to watch on the track. One of the other things I like is performance, really user friendly and easy to drive. Eric drove the #14 Conseco with confidence over both his Heats, outclassing the #10 Johnny B Valvoline entry of Anthony Priestly, 15.51 to 12.08 laps completed. Liz also performed well in her squabble with Rod Clarke, the #99 Exide Batteries entry scoring 15.35 to Rods Conseco car with 15.13 laps completed.



John Corfield, driving the #17 Matt Kensit 'Dewalt' liveried car did his best against Steve Terry's #38 M&M Ken Schrader vehicle but in the end was well beaten in both Heats, 15.80 laps to Johns 12.06. The Home Track Advantage Monster was on fire for this Event, driving the Jeff Burton #99 Exide Batteries entry, but he had a more than capable opponent in the other local Ace, Mark Hircum, driving the #12 Ryan Newman Mobile entry. The first Heat was a blockbuster, neither driver giving an inch in the run up the mountain switchbacks nor blinking as the cars hurtled down Mountain straight toward the left hander that lead to the bottom straight. (And being positively cambered meant you didn't have to slow down with a NASCAR) .As they entered the twisty part of the circuit you got the distinct impression both drivers were standing on their brakes for all they were worth.

Watching both Marks negotiate the sweepers, esses and hairpins by leaning on each other in 'Days of Thunder' style was a real treat, which went on for the entire race. Mark H got the nod for this Heat, winning with 8.72 to the Hosts 8.49. The second Heat was a turnaround for the Host with Mr Laverick quickly getting the upper hand over his opponent, finishing half a lap plus in front by the end of the Heat. Over the four minutes of racing Mark L had completed 16.77 laps to Mark H's 16.33.

I was the only other driver to crack the 16-lap barrier, completing 16.45 laps with my favourite NASCAR livery, the #20 Tony Stewart Home Depot Pontiac, having a good tussle with and in the end to strong for Brad Cunneens #2 Rusty Wallace Ford Taurus with 15.73 laps completed. The Podium for this class was Mark Laverick-16.77, Myself-16.45 and Mark Hircum-16.33 laps travelled. Ultimately the night belonged to the host, placing in the top three in all Events.

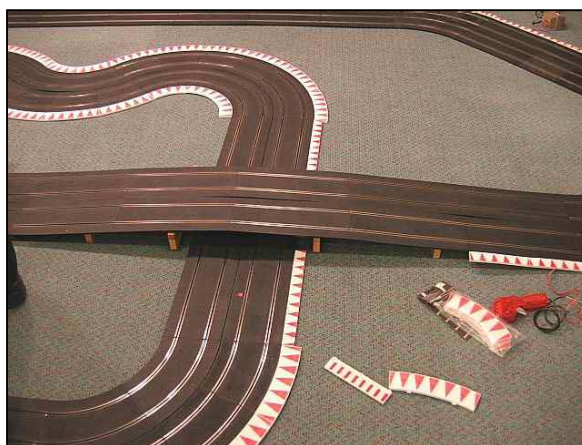
OVERALL RESULTS

1 ST Mark Laverick	- 73.75.
2 ND Sid Terry	- 71.95.
3 RD Steve Terry	- 70.20.
4 TH Peter Drury	- 67.67.
5 TH Mark Hircum	- 67.01.
6 TH Mick Waite	- 66.96.
7 TH Eric Terry	- 66.38.
8 TH Brad Cunneen	- 65.94.
9 TH Liz Waite	- 65.46.
10 TH Rod Clarke	- 64.73.
11 TH Chris Uttley	- 64.04.
12 TH Alan Quinlan	- 63.95.
13 TH Lexie Terry	- 62.11.
14 TH Andrew Waite	- 60.50.
15 TH Nicholas Drury	- 56.98.
16 TH Anthony Priestly	- 56.57.
17 TH John Corfield	- 56.22.
18 TH Rod Holman	- 50.99. *
19 TH Michael Priestly	- 48.62.
20 TH Tim Holman	- 48.12. *

(* Did not compete in Event Five)

On behalf of NSW Racing and all who attended, I would like to extend to Mark and his Family a great big **"THANK YOU!!"** For a fantastic meet on a track you just have to see to believe...

SID TERRY.

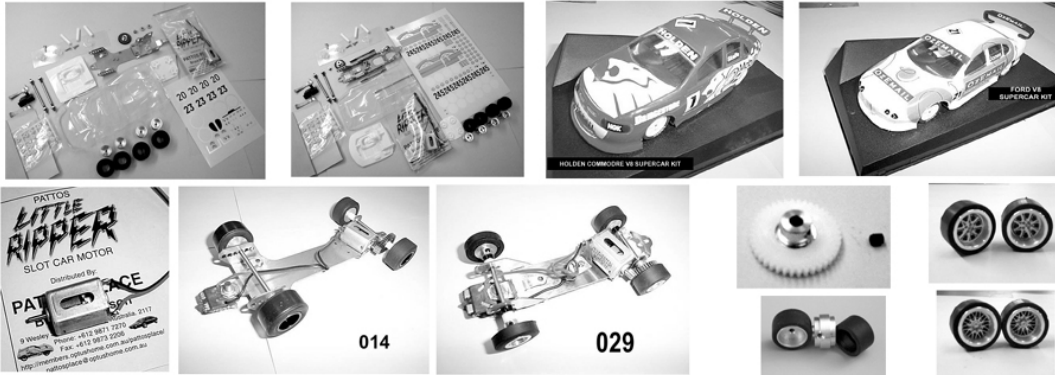


Images of Steve Colin-Thomes fabulous Da Flooring Circuit – aptly named for obvious reasons!

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Birds and Slot Cars Don't Mix!

Are budgies thrill seekers, or just plain dumb?

Before I had a shed into which I could put my permanent track I had (and still have) a very small 4-metre circuit permanently set up in the back room. When it wasn't doing service as a slot car track it was doing service as a spare table for the clothes and linen to rest on whilst the domestic duties were in progress.

When it was doing as it was intended it was a great way of keeping in touch with the world of Scalextric. To help keep the boredom of racing on my own at bay, however, I fitted a Scalextric Pacer System to the layout. This worked well for practicing against and for also running in new cars and diagnosing and repairing older cars.

It is also good, it seems, for bowling over birds of a feathered kind!

One day I had an new acquisition trundling around the track running in when I decided that it was time for my pet Budgie Teniki 2 (Teniki 1 had been set free by my son several months earlier and was either now enjoying the great outdoors or more likely not enjoying the insides of the local tom cat!) to have some flight time. So thinking the cage door was opened and away he went around the room like an Exocet Missile. Having gotten that out of his system he perched merrily on the fridge door and started nattering away in budgie speak with a few recognisable words thrown in for good measure.

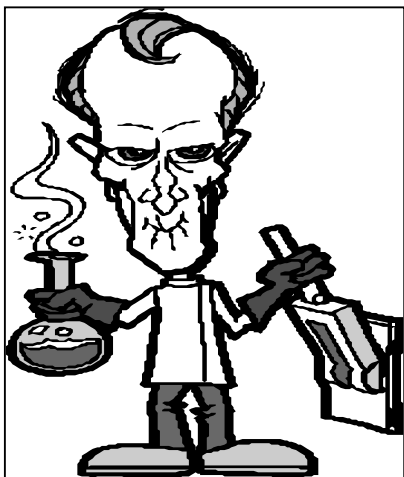
Whilst perched on the fridge he suddenly noticed the car running around the track and decided on having a closer look! I should have seen what was coming next but I was rather intrigued to see what he would do when confronted by the moving car. Wanting to get close to the car he flapped down to a spot where the car had just been and proceeded to watch it do it's circuit. Initially he tried to chase the car by waddling after it but found in the space of a few seconds saw the car charging back at him and flapped off in alarm only to settle back to the same spot a few seconds later. This continued on for several minutes until he realised that it wasn't trying to eat him and all he had to do was waddle

out of the way when the car got near. This he did for several laps.

Then, for some reason only known to budgies he stopped moving out of the way. As the car passed by he walked back out onto the track and proceeded to watch it do it's thing. It was strange to see this bird stand there and turn to watch the car as it proceeded through the various twist and bends with the birds head moving first one way and then the other, gradually turning his whole body as it proceeded back up towards the top end of the track to where he stood admiring its performance. It was stranger still to watch the bird, which was, by now, thoroughly used to this buzzing, whining, noisy little thing, watch the car as it came ever closer. It wasn't until a split second before the inevitable happened that I realised that the silly bugger was totally enthralled by the car and would not be getting out of its way!

With a thump and a puff of feathers followed by an extremely loud and presumably rude statement in budgie speak he ascended in a violent and startled manner! Expecting to see at least one broken leg when he landed I was glad (and he was presumably overjoyed!) to find that the only thing that had been damaged was his ego! Perched back on the fridge he launched into a very loud and raucous diatribe in budgie speak, obviously berating me for letting him get the hell scared out of himself. Rather than be a responsible pet owner and calm the birds nerves I did the irresponsible thing and just laughed at him. Taking this as a personal affront he huffed his way back to his cage and took up his usual position on his favourite perch, which was, from his point of view, on the safe side of the bars!!





Remember this puzzle?

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?

There are several ways of doing this, but probably the best way is to write all the various clues onto a piece of paper and then cut them out into individual pieces. This makes it easy to manoeuvre the clues around and into the proper sequence.

Here is the answer

Yellow House

Norwegian
Fly
Fox
Water

Blue House

Ukrainian
Ninco
Horse
Tea

Red House

Englishman
Scalextric
Snails
Milk

Ivory House

Spaniard
Carrera
Dog
Orange Juice

Green House

Japanese
SCX
Zebra
Coffee



This week on Slot Forum

Finally, the Team Oreca Viper is available!

How long did we have to for it? Since 1998? 6 years after its Le Mans race the slot car is available... **and what a beauty!**

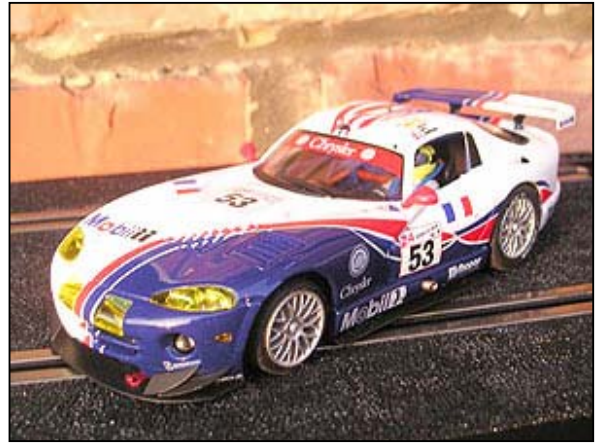


First I have to say, I think the car looks amazing in it's box! The new body shell looks almost perfect, if we don't look at the placement of the exhausts.



The new and improved wheels look so much better on the model than on the older Vipers. The air-grills are very neatly done, they are all open. My model doesn't have one bit of "plastic-drip" that fill the air-holes sometimes found on other models. The wings on sides of the nose are beautifully done, but they look very fragile. The little antenna on the roof looks very realistic. Paintwork and printing are to the usual high standard, everything is sharp, clear and legible. The lights are superbly done, you see even the "fast-screws" on the head light-shells, the rear lights are perfectly done in three colors and fit the body shell like in 1:1. I found only one minor flaw... and that is the fitting of the

front fog-lamps. On every model I've seen in the store, one of the fog lights sits wrong in it's place. But I'll try to correct that later on my model.



Let's hit the track with this beauty! When I first took this car out of the box, I noticed the Fly Racing motor. I was pleasantly surprised because I appreciate this motor a lot in my BMW 320i's and the Saleen. When the tyres first hit the Ninco track-surface, I immediately noticed how strong the Viper hangs on the "asphalt". The car is equipped with a normal flat magnet like all recent Fly's, but the reason why it "sticks" on the track is the space between the car and the road-surface... and it's very very little!!! It looks like the chassis lies on the track.

Let's get rolling! I must say I tested the car with magnet only, because we always drive with magnets. The first few laps on the track I drove very carefully (like with every new car) to learn how it handled. And it handled really well! It really stuck to the track... even so much you heard the tyres scrape in tight corners at a very low speeds. What I also liked were the working lights! Yes, I bought the "L" version of the Viper because in my opinion a Le Mans car does have to have lights to race in the dark. The lights are the same principle of the Belgian Fly ETCC BMW 320 I have, they remain at full glow whatever you're doing with the throttle, they keep working for a moment when the car leaves the track and the break lights light up. The white LEDs are fit into the outer fog-lights in the front bumper, because there is so little room for LEDs in the normal head lights. At first I thought it looked odd, but if you get used to it, it looks very aggressive. In the first few laps the lights weren't so bright, but when I drove faster and faster the

lights started to give an enormous light glow, and it wasn't dark yet! When it got darker and darker, the lights were superb to see, the driver really sees where he drives in the dark! I felt myself really part of the crowd on a grand-stand during the night in Le Mans. The next time we drive in the dark, I'll film it and post it on SlotForum.



When I got used to the car, I started to go faster and faster and I started to keep up with my friend driving his Saleen, which was at that time the fastest car on the track. The track record was 5.8163. We raced a few quick laps and the bright lights of the Oreca Viper were very close to Saleen, while I was still driving very comfortable. The aggressive lights were saying: "Get out of my way, I'm faster than you!" A few corners later I overtook the Saleen, and off I was... ready to break to lap record. And I did: I drove a fabulous 5.6909 while it still handled very well. This car really Fly's!

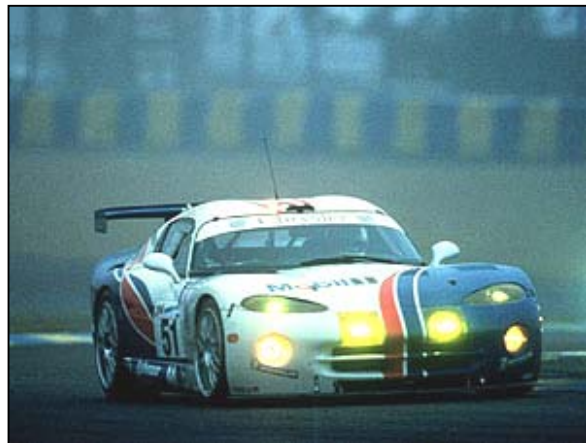
When I started doing faster laps, the drive-shaft popped out (which I think is normal for a front-engine Fly). When I opened up the car to superglue the shaft back in, I noticed the connection system to disconnect the light-cables in the car. I think it's a very good idea, because this way it's easy to work on the chassis, and the LEDs remain in their place in the body shell. I think it's a very good system, but Fly should have made the connector a little smaller. The thingy keeps getting in the way (between the motor and the underside of the low Viper bonnet) to put the shell back on the chassis. Once I got the chassis screwed on, we could hit the track again. After a few quick laps, the Viper started slowing down, I checked it and noticed

the right rear wheel sat loose on the axle. It seemed not so easy to superglue the wheel back to the axle as it kept coming loose. I fixed it, but the wheel isn't in the exact same position as it was before, it sits a bit too much on the outside of the axle. I'll leave it there for now, until it comes off again.

So... the car looks stunning and drives superbly... it's a must have for every slot-freak! And I must recommend the lighted version, it looks even better on the track!

I know I'm going to buy other liveries of this model too, and they will be an lighted ones too!

Greetz
Gunther



ASRCC MEMBERS MOMENTS



NAME: DAVID PORTELLI

MEMBER NUMBER: 496

OCCUPATION: TRUCK
OWNER/OPERATOR

AGE: 34

COLLECTING SINCE: BOUGHT FIRST
CAR IN 1998 BUT SERIOUSLY SINCE 2002

JOINED CLUB: 2003

**FAVOURITE 10 CARS
OWNED:**

1. FLY UNITED WE STAND CORVETTE #4
2. FLY JACK CAULEY CORVETTE #14
3. FLY BLUE CORAL PORSCHÉ GTI #30
4. NINCO CALLAWAY GT #70
5. SCALEXTRIC MUSTANG #15
6. NINCO F1 JORDAN #11
7. SCALEXTRIC F1 RENAULT #7
8. FLY PANOZ GT #55

9. FLY DODGE VIPER #49

10. SCALEXTRIC V8 COMMODORES #8
& #34

MOST DESIRED CARS NOT OWNED:
4 NEW V8 SUPERCARS

MOST FLY CARS

NINCO SAUBER F1 (VERY MUCH)

LEAST FAVOURED CARS:

BEING A HOLDEN MAN, 1:1 SCALE FORDS!

HEY, HOW ABOUT A GREG MURPHY SLOT
CAR, KING OF THE MOUNTAIN AGAIN!

**HOW DID YOU FIND OUT ABOUT THE
CLUB?**

THROUGH MY COUSIN STEVE

WHAT STARTED YOU OFF IN SLOT CARS?

STEVE AND HIS BROTHERS JAMIE AND
MARK.

FAVOURITE TRACK:

G.A.P MEMORIAL RACEWAY.

WHY:

IT'S MY HOME 4 LANER, WHICH I NAMED
AFTER OUR DECEASED YOUNGEST
BROTHER, GERARD ANTHONY PORTELLI,
DIED AGED 16

MOST MEMORABLE RACING MOMENT:

ATTENDING MY FIRST ASRCC NATIONAL
GRAND PRIX, MY FIRST PUBLIC OUTING.
THANKS EVERYONE INVOLVED.

BEST "FIND":

A SECOND HAND NINCO JORDAN F1 AND
A SECOND HAND NINCO F50

OTHER HOBBIES:

READING, CYCLING (USED TO RACE BMX)
WALKING MY GERMAN SHEPARD
"BOOTS"

MY THREE KIDS, GRACE, GEMMA AND
GERARD

COMMENTS:

**EG. FAVOURITE CLUB ACTIVITY, EVENT,
OR WHAT YOU WOULD LIKE YOUR CLUB
TO DO ETC ETC.**

**I'VE BEEN TO THE LAST TWO AUCTIONS
AND THEY'RE GREAT!**

**MAYBE A MAINTANENCE/TROUBLE
SHOOTER/FIX IT GUIDE IN A COUPLE OF
ARTICLES.**



9.

10.

**MOST DESIRED CARS NOT OWNED:
ANY DAD WON'T BUY ME! HA HA
NAH, PROBABLY THE GT40 BOX SET**

**LEAST FAVOURED CARS:
C7 MINI**

**HOW DID YOU FIND OUT ABOUT THE
CLUB?
DAD, UNCLE STEVE AND UNCLE ERIC.**

**WHAT STARTED YOU OFF IN SLOT CARS?
I CAME HOME ONE DAY AND RACED A
TRUCK AND JUST FELL IN LOVE WITH
SLOT CARS**

**FAVOURITE TRACK:
I HAVE 2, PRINCES PARK AND ARMCHAIR
RACER**

**WHY:
CAUSE I RACE WELL AT THE PARK AND I
LIKE ARMCHAIRS LAYOUT.**

**MOST MEMORABLE RACING MOMENT:
ANYTIME I BEAT DAD!**

**BEST "FIND":
A PARAGON PORSCHE WON IN A RAFFLE.**

**OTHER HOBBIES:
PLAYING PIANO AND COOKING.**

ASRCC MEMBERS MOMENTS

NAME: LEXIE TERRY

MEMBER NUMBER: 256

OCCUPATION: STUDENT

AGE: 15

COLLECTING SINCE: 2001

JOINED CLUB: 1999

**FAVOURITE 10 CARS
OWNED:**

1. RED ITALIAN JOB COOPER S MINI

**2. PURPLE & SILVER SCALEXTRIC
TVR**

3. CHEVY CORVETTE DRAGSTER

**4. MY PERSONALIZED SIERRA
(THANKS CT)**

**5. ALL THE REST THAT TERRY BROS
INC OWN!**

6.

7.

8.

COMMENTS:
**EG. FAVOURITE CLUB ACTIVITY, EVENT,
OR WHAT YOU WOULD LIKE YOUR CLUB
TO DO ETC ETC.**
**EVERY YEAR I REALLY ENJOY THE
ENDUROAND WAS PLEASED WITH THE
GRAND PRIX. AND DON'T FORGET
PINEGROVE.**

NSW Racing

Federation Park:

What's Uncle Pete Up To Now?

Always on the lookout for something different in the racing scene to stir the drivers up, the vertically enhanced one had decided on a team's format for the upcoming night's racing. With yet another bumper turnout of twenty competitors in attendance it was going to be non stop racing with unlimited De-Slots, six minute Heats and here was the tricky bit, all drivers had to compete in each Heat, no time limit set but you had to get on the track or be disqualified from the Heat.

There were seven teams of three racers, six standard and one Dummy composite to fill the empty slots in the draw, and one team of two.

The team's composition was made up at random as was the draw of Heats. The Classes to be run were; Le Mans Class One, Le Mans Class Two, Ninco Classics, Hosts choice-USA Muscle cars, And another Hosts choice-Open Sedans. To make things more interesting the muscle cars were to run without the benefit of magnets. Big mistake? Not on your life! A whole lot of fun these cars are when fish tailing's involved, and still very fast to boot. Another interesting fact was how they handled Pete's special "snow covered corners", no idea where he got them from but they work a treat with magnatraction cars, causing them to break out at the slightest over use of the throttle. The non-mag Muscle car however handled entirely differently, being perfectly at home on the slippery stuff, the lack of down force helping the car, not hindering.

The points system was, 5,3,2,1 and a bonus point for the fastest lap in each Heat as an added incentive. As mentioned the team's make up was random, and reinforcing that theme no names were allowed or allocated, just team one, team two etc...the teams makeup was as follows:

Team One:
Steve Terry
Rod Clarke
Andrew Waite

Team Two:
Lexie Terry
Rod Holman
Alan Quinlan

Team Three:
Chris Uttley
Rob Thurlow
Nicholas Drury

Team Four:
Anthony Priestly
Steven Drury
Stephen Colin-Thome

Team Five:
Stephanie Colin-Thome
John Corfield
Mick Waite

Team Six:
Jessie Thurlow
Michael Priestly
Sid Terry

Team Seven:
Peter Drury
Eric Terry

Team Eight:
The Dummy Racer(s)
A combination of whoever was handy at the time.

Once again it was pleasing to note the number of junior racers participating in the racing, seven all up, Teens and pre Teens, and some pretty keen racers too! Unfortunately I was having too much fun and forgot to list the cars used per event by the teams not to mention the rounds

draw as well so the best I can give is a vague overview and who got the bonus points per Heat. Event one Le Mans Class One saw Teams four and seven get off to good starts with commanding wins over their competitors and grabbing the bonus point for the fastest lap as well, CT driving superbly for Team four over both Heats and the Peter Drury/ Eric Terry combination for team seven being competitive from the start.

Event Two Le Mans Class Two showcases teams one and three, the Steve Terry/Rod Clarke/Andrew Waite combination having a wow of a time against their competition (Don't I miss those sheets!!) While the Chris Uttley/Rob Thurlow/Nicholas Drury grouping smacked whomever they were racing, gaining a bonus point in the process, a total of eleven points for the Event (team four got the other point).

Event Three, Ninco classics, a popular Class with its mix of Ferrari's, Porsches, and Jaguars Turned out to be a winner for team five, winning both their Heats but not getting the bonus points, one going to team six, the other to team three. Team seven once again got the double, the Peter/Eric combo being a very complimentary pairing indeed and basically thrashing the competition arrayed against them. At this point in proceedings team seven (Peter/Eric) had a handy buffer of four points, leading team three (Chris/Rob/Nicholas) who were on 24 points, ahead of third placed team one (Steve/Rod and Andrew) by a mere one point.

Event Four, USA Muscle Cars non mag was the first 'Hosts Choice' class to be run, and as mentioned were a big surprise without the magnet, the cars being perfect for all the non mag enthusiasts, whipping down the main straight rocking from side to side wildly without the mag to get the power down evenly, and having a few "YAHOO!" moments in the first corner (which resulted in some impressive rollovers into the sidewall of the track), before continuing down the short 'end' straight to a right hand sweeper and passing under the Start Gantry, continuing down the grid straight, that kinks to the left as it passes under the bridge and leads into the first or Pete's snow corners (which are situated on the inside lanes only in this corner). Having negotiated the corner

successfully the Muscle cars charge up a slight incline toward a left-hander that leads them onto the bridge straight, that ends in another left-hander.

Exiting this left-hander and starting down the ramp the car (and the driver for that matter) is confronted with what can only be called Pete's Angry Spot, a four lane Goodwood chicane, inverted so all four lanes come together in one mind numbing, plastic wrenching straight not meant for the faint hearted, and the only way to marshal it is to give any cars still in the slot after a prang the right of way... Driving away from the wreckage of the chicane the car enters a left-hander that immediately reverses into a big right hand sweeper (on the inside lanes is the second of the snow corners) that leads into another short straight situated at the top end of the track, and into the final corner, coming full throttle back onto the main straight, fish tailing all the way.

Peter and Eric didn't have it all their own way in this Event, managing only one win and a second place, and no bonus points either. The honours were pretty even with teams four and Dummy Racers Inc. also scoring eight points and the Lexie/Rod/Alan team scoring seven points with a win and a third placing while team six (Jessie/Michael/Myself) snatched the bonus points for the fastest lap in both Heats.

Pete's final Event of the night was another Host's choice, this one being open sedans, which gave the teams a broad selection of cars to choose from, although amazing as I now think about it, no one thought to put a V8 Supercar on the track to battle with the Meganas, CLK Merc's, Opels and the odd SCX Dragster that showed up. Team seven once again dominated in their Heat, winning both times but once more missing the bonus, those points being picked up by team five (Stephanie/John/Mick) and team one (Steve/Rod/Andrew) in their respective Heats.

This concluded competition for the night and before the social racing kicked in the finishing order of the teams was read out thus;

Team Seven – 46points
Team One – 35points
Team Three – 33points
Team Four – 31 points

Team Five – 29 points
 Dummy(s) – 25 points
 Team Two – 24 points
 Team Six – 15points

Congratulations to Peter and Eric for the win, a superior combination that jelled from the first lap and dominated the field all night, and also to everyone else for getting into the spirit of the meet and encouraging the younger racers to enjoy themselves on the track, and finally to the Sausage Kings, this time complimented by wife Karen, for the wonderful spread laid out during the course of the evening.

Cheers,
SID TERRY.

CLASSIFIEDS

Ian Towle

02 9605 1786

iantowle@ol.com.au

Back Home Sale

For Sale Postage at Cost

PT73 Hillclimb curves sections VG each	\$ 5
C151 Standard Curve VG	\$ 1
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Catalogue No. 20 VG	\$15
Catalogue No. 30 VG	\$17
Catalogue No. 31 VG	\$20
Catalogue No. 32 VG	\$15
Catalogue No. 33VG	\$15

Issue 130

Catalogue No. 34 VG	\$15
Catalogue No. 39 VG	\$15
Catalogue Miniature No. 36 Mint	\$ 4
Catalogue No. 25 Mint	\$20



Scalextric Racer magazine Issue 40 M	\$10
Carrera Catalogue 98/99 M	\$10
Fly Pre Catalogo '98 M	\$10
Ninco Catalogue '97 M	\$10
Ninco Catalogue '98/99 M	\$10
Ninco Catalogue '98 M	\$10
W829 Inner Border for double inner & straight very rare (black) VG	\$20

CLASSIFIEDS

Ian Towle

02 9605 1786

iantowle@ol.com.au

Wanted

MM/A229 Grand Bridge end quantity one
 MM/A203 Owner's Pit & Stand, top half needed
 C8 Lotus Indianapolis green
 C8 Lotus Indianapolis screen
 C2545 Ford Mustang blue
 C2103W Mini Sonax red/white
 C2104W Mini Bose yellow/black
 MM/A209 Grandstand KLG – Shell logo
 MM/A 208 Control Tower KLG logo

C56 Lister Jaguar green round pin guide VG

Ian Towle

02 9605 1786

iantowle@ol.com.au

Wanted

C60 Jaguar D-Type blue, red and yellow VG

C57 Aston Martin DBR body green VG

C63 Lotus 21 chassis yellow

C63 Lotus 21 rear axle/wheels

K1 Go-Kart front wheel

K1 Go-Kart carbon brushes

MM/A239 Track Light Set

MM/A240 Track Light

MM/A241 Track Light C/W suction cup

MM/A206 Pit Name Boards Maserati,

Sunbeam (?), Jaguar, Hurricane, Alfa Romeo,

Cooper, Bugatti, VIP Austin Healey Sprite