

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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Contents

1	Contents and Committee
2	Club Lines Grand Prix Notice
3	Armchair Racer
4	Presidents Page
5	Presidents Page
6	Auction for Charity
7	NSW Racing
8	Scalex World
9	ASRCC and the National GP
10	ASRCC and the National GP
11	ASRCC and the National GP
12	ASRCC and the National GP
13	ASRCC and the National GP
14	ASRCC and the National GP
15	ASRCC and the National GP
16	ASRCC and the National GP
17	ASRCC and the National GP
18	Leemans Hobbies
19	Pattoes Place
20	Armchair Racer Enduro
21	Armchair Racer Enduro
22	Armchair Racer Enduro
23	Armchair Racer Enduro

NSW RACING
PRESENTS
THE CLUB LINES GRAND PRIX

AT

SOUTHSIDE SPEEDWAY

HOST: - BRAD CUNNEEN
RACE DATE: - 20TH NOVEMBER 2004
VENUE: - SOUTHSIDE SPEEDWAY

RSVP: - 13TH NOVEMBER 2004
CONTACTS: - SID TERRY PH 9769 – 1925 AFTER 7PM
STEVE TERRY PH 9864 – 8616 AFTER 7PM
E-MAIL SLARTIBARTFAST@OPTUSNET.COM.AU

- **TOURING/RALLY CLASS 3**
- **FORT GT40 NON SPORT**
- **NASCARS CLASS 2 SILVER FLAT MAGNETS**
- **FORMULA 1 CLASS 5 BEVELLED MAGNETS**
- **AUSSIE V8 SUPERCARS**

Points

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

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, \$3 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.

ARMCHAIR RACER

Shop 9 / 73 Longueville Road, Lane Cove, NSW 2066
Phone 02 9420 8111 Fax 02 9418 9922
e-mail jim@armchairracer.com.au www.armchairracer.com.au

Ferrari F2002 V10 #1 & #2

\$59 each

25706



C2506 AUDI TT COUPE Details

Bearings: Plastic
Front axle width: 56 mm
Front tyre diameter: 22 mm
Front wheel width: 9 mm
Gear ratio: 9/27
Guide Blade: Black, round fixed system with quick change blade plate
Magnatraction
Magnet: Rectangular, 2.5 mm
Motor orientation: In-line, Rear wheel drive
Motor: Mabuchi-S, 18,000 rpm
Overall length: 147 mm
Rear axle width: 56 mm
Rear tyre diameter: 22 mm
Rear wheel width: 9 mm
Weight: 68mg
Wheelbase: 74 mm

\$25
C2506

C2478 PORSCHE BOXTER Details

Bearings: Plastic
Front axle width: 56 mm
Front tyre diameter: 22 mm
Front wheel width: 9 mm
Gear ratio: 9/27
Guide Blade: Black, round fixed system with quick change blade plate
Magnatraction
Magnet: Rectangular, 2.5 mm
Motor orientation: In-line, Rear wheel drive
Motor: Mabuchi-S, 18,000 rpm
Overall length: 132 mm
Rear axle width: 56 mm
Rear tyre diameter: 22 mm
Rear wheel width: 9 mm
Weight: 68mg
Wheelbase: 75 mm

\$25
C2478

visit www.armchairracer.com.au for the latest released slot cars
Issue 128 **OPEN 7 DAYS** **SEPTEMBER 2004**

President's Page

What a busy past couple of months it has been for Club members. This years endurance racing in Sydney was a Le Mans Day / Night Enduro of current Scalextric GT40 action from start to finish with 23 members in 6 teams enjoying four hours of head to head team racing. It was my first endurance race, previously a spectator in 2003, and thought this looks too good to just watch and marshal. It was heart thumping good fun, the enjoyment heightened by my teammates Mick Waite (boy can this guy drive!) and Andrew Waite who drove the race of his life. I have never seen Andrew drive better, and given the bronze GT40 we raced was literally "open the box, scrutineer and race ("running in" and "race preparation" is for wooses, and WE are DRIVERS!). What a result! Only beaten by the famous Steve CT / Steve Bushell combination - congratulations to winners and all competitors for a great night. We had an absolute ball. Put it on your calendar when we hold the next one.

Club Auction – Hot August Night

The 2004 Club Auction held at Loftus, Sydney proved yet again an absolute feast for collectors, racers, and bargain hunters to empty their cash burdened pockets and win that Scalextric car of their dreams. A full and wide variety from the very old, rare and collectable Black Bentley to more recently available collectable and performance cars and accessories. It is always an enjoyable surprise to see a broad range of offerings, from original picket fencing with all the war injuries that use provides, cars that have raced their fastest and crashed their hardest, to cars that have been on the shelf for twenty years, looking as new as the day they were made. No wonder grown men bid like corporate giants to get that special car (and young members bid as keenly as grown men!).

Our major Sydney sponsor Jim Berry, the legendary Armchair Racer, provided some 94 lots with over 100 items, 100% clearance and real bargains. Numerous lots from Club members were keenly bid with a very interesting range of type and quality on offer. Do you know how hard it is for somebody in this hobby to actually part with anything? The night was

rounded off by another well received offering from Clive Spreadbury with over sixty lots. Clive has made the pilgrimage from Adelaide for many years and as a Club sponsor his contribution to the success of this years auction was greatly appreciated. I also really enjoyed watching Eric Terry's bidding for Clive's orange Mercedes Wankel C111 and look forward to racing him with my newly acquired white (faster) Wankel.

Contributions to this year's auction were received from Scale Models in the United Kingdom. A very generous range of Scalextric and associated items were auctioned and raffled with proceeds going to ASRCC designated charity. Over \$500 was raised for Westmead Childrens Hospital. Congratulations to Paul Connell for sportingly starting the generous raffle ticket buying, and to Peter Briggs for winning the raffle - a white Special Edition Caterham - well done, and a BIG THANK YOU to all those present who stretched long arms into their deep pockets to support the raffle. This is the first time the Club has raised funds for a charity which was extremely well supported on the night, with attendees endorsing the idea of a charity to benefit in the future.

A special thank you to Nicholas, Stephen and Peter Drury for providing sizzling sausage sandwiches, and Lex, Sid, Steve and Eric Terry for providing drinks to soothe dry throats on the weekend. A terrific auction again this year, with members travelling from as far away as Queensland, South Australia and Western Australia (Gordon Heber you are a legend!). GREAT TO SEE YOU. A late night but a great night with many enthusiastic hands pitching in to ensure its success. Thank you.

The Grand Prix – Post Hot August Night

Start racing at 10am. Be there for the briefing beforehand. Don't be late. Why would I be - it was only 3am when I got home from the auction, had a drink and went to bed - 4.10am already. Better sleep. Alarm rings - its ok - maybe house is on fire and will go out if ignored. Hey - I remember - GRAND PRIX. - and am I ready to race!

Well it turns out I was not as ready as some to race - maybe I'm just nocturnal.

What a great day's racing! Highly competitive drivers with equally matched (tested) box standard Indy cars that ran incredibly well straight out of the box - a real credit to Scalextric build quality and performance equality. The racing was full-on all day with close and hard racing (and some BIG stacks), and great robustness of machinery, still racing fast after de-slots and track offs to floor level !.

Congratulations to Warwick Stiebel for a convincing win in the final, and condolences to Steve Bushell who drove his pinion off, well done to all drivers for sportingly agreeing to wait whilst interim repairs were done.

A special thank you to host Jim Berry for providing such a great venue for our Grand Prix. For members living out of Sydney, Jim's shop is home to a great 6 lane track surrounded by the best Scalextric collection I have ever seen, and a "must visit" when you come to Sydney. Jim's fine race management and gracious hospitality were enjoyed by all competitors, torn between racing, marshalling, and Scalextric gazing. Special thanks to our sponsors for the provision of prizes for the podium place getters. This was most generous and much appreciated, as evidenced by such hard racing. And memento trophies for all finalists. All good fun.

The Drury Cooking Team and the Terry Drinking Team again ensured enough hot food and drinks for everybody - a BIG THANK YOU for your efforts over the weekend and the extra sociability shared by members enjoying lunch and swapping stories together. The unquestionable success of the day's racing was due in no small part to Andrew Moir's coordinating the supply of cars and racing events with Jim. Top effort Andrew, and a great result. To quote several members after the Grand Prix - "That was fantastic" and "What a great weekend!"
And it was.
I look forward to seeing you at the next big event.

John Corfield

NSW Racing Calender 2004

7th February 2004
Princes Park
Host: - Eric Terry

13th March 2004
Verandahring
Host: - Chris Uttley

3rd April 2004
Robs Raceway
Host: - Rob Thurlow

15th May 2004
Culver City
Host: - Steve Bushell

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

7th August 2004
Pymble Raceway
Host: - Mark Laverick

11th September 2004
Federation Park
Host: - Peter Drury

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

20th November 2004
Club Lines Grand Prix
Host: - Brad Cuneen
(RSVP through NSW Racing)

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.

Auction for Charity

There was something new happening at this year's auction, which hopefully will be repeated in the years to come.

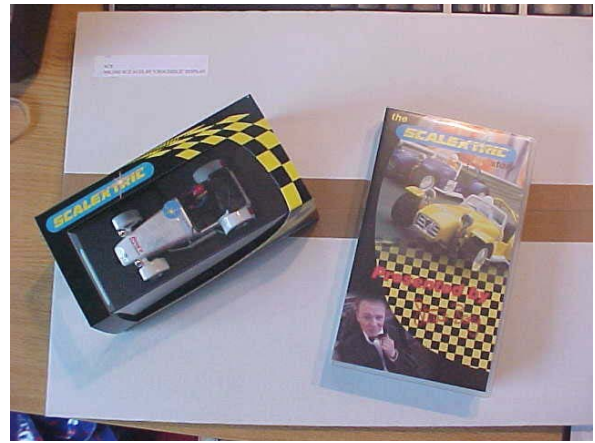
Scale Models in the UK had thoughtfully donated to the club a small bag of assorted items with no reserve to be auctioned off at the club auction with the proceeds to go to the charity of the clubs choice.

These items were: -

- 1/32nd Building - for track side - 'Scale Models'
- SCX shelf edge marketing stickers
- SCX Marketing board for the Croc Audi
- The Scalextric Story Video with Limited Edition Caterham - Drive@Croft
- Airfix 1/32nd kit for Triumph TR41 – some people do manage to use these for conversions
- Childs cap- Carrera
- Carrera neck tags - used for race meets, tickets etc x 3



The Scale Models Building



The Scalextric story video and the Caterham

Although bidding was sluggish at first the crowd soon got into the swing of it and started putting their collective hands into their pockets for what is a very good cause. When all the items were sold the club had raised over \$500, which will be donated to the Westmead Children's Hospital.

Many thanks go to Mark and Julie Scale and the friendly people at Scale Models www.scalemodels.co.uk for donating the items and for also giving the club the opportunity to do something for a worthwhile cause.



The SCX Marketing Board

NSW Racing
Presents
The Next Event
At

THE LIGHTWEIGHT MOUNTAIN

HOST: - ROD & TIM HOLMAN
RACE DATE: - 23RD OCTOBER 2004
VENUE: - THE LIGHTWEIGHT MOUNTAIN

RSVP: - 16TH OCTOBER 2004
CONTACTS: - SID TERRY PH 9769 – 1925 AFTER 7PM
STEVE TERRY PH 9864 – 8616 AFTER 7PM
E-MAIL SLARTIBARTFAST@OPTUSNET.COM.AU

- **SCALEXTRIC CLASS THREE TOURING / RALLY.**
- **SCALEXTRIC CLASS THREE LE MANS.**
- **SCX FOUR WHEEL DRIVE.**
- **NINCO CLASS TWO TOURING/RALLY.**
- **SCALEXTRIC AUSSIE V8S MAGNET IN THE REAR.**

POINTS

1ST 5 POINTS
2ND 3 POINTS

10 LAPS/HEAT OR TIMED RACES DEPENDING ON THE NUMBERS OF RACERS.
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.
VICTORY OR DEATH RACING OPTIONAL
TRACK OPENS 5PM. RACING STARTS AT 6PM
MEMBERS ONLY AND PREARRANGED GUESTS
SUPPER PROVIDED, DONATION REQUESTED.
MEMBERS ARE WELCOME TO HAVE A SWAP/SELL TABLE.

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.

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ASRCC and the National Grand Prix

Well, what can I say except “WOW, WHAT A WEEKEND”! Not only was it lots of fun which involved quite a few aspects of our wonderful hobby, there were also lots of opportunities to meet a whole lot of new people, not least of which were our interstate visitors who had travelled from as far away as Perth in the case of Gordon Heber!

As the weeks end drew nearer and nearer the excitement level began to gradually increase, and this wasn't helped when Mister Secretary from the committee kept sending e-mails around which went along the lines of “Two more sleeps”! Finally, though, the last sleep had been slept and it was time to get the wagon train rolling towards the auction mecca of the Scalextric world, the Loftus Community Hall.

Being part of the hired help, so to speak, it was in our interests to get to the hall a bit early which would allow us to set the canteen up and get the nibbles and drinks sorted out and ready for the nights festivities. While we were doing this, the Sizzle Kings in the forms of Peter, Stephen and Nicholas Drury were attending to the Famous Drury Sausage Sizzle, getting everything prepared for the hungry masses when they turned up. Also happening at the same time was the setting up of the auction lots, with the committee and Bill Holmes and the Queensland Crew all throwing in together with the sellers to ensure that everything was set right for the night!



Late afternoon and preparations are well in hand!

So it's a big thank you to all the people who helped with the organising and running of the auction, and let's not forget the man with the dulcet tones and wooden mallet, Auctioneer Extraordinaire Mr Rod Dixon.

With everything set to go it was time to have a Bo peep at what was on offer.

As I had come along more for the experience and maybe to see some old and familiar faces along with some new ones, I was not terribly taken with a lot of the items on offer. There were, however, a few lots which did catch the eye.



A remarkably well preserved black Bentley



There was also a pair of very nice blue Ferrari 330GT's on offer but alas we were out bid on both of them. One thing we did pick up, though, was a Type one C7 Mini complete with the spotlight on the roof, but it did have a damaged underpan. On the upside, however, the car goes like a bat out of hell, or, to be more accurate, a Mini out of hell!



Back to the crowd and a few familiar faces started to wander in with a few blasts from the past as well. Bill Luttringer was the first to be spotted along with Terry Mason from Dubbo. Brian Goulding, Peter Briggs, Noel Cather, Brad Cunneen, Mike O’Sullivan and Clive Spreadbury just to name a few more of the faces that we don’t see much of were there as well plus a fair amount of temporary members. By the time the first “potty break” rolled around there were sixty-four people in attendance, which, I’m told, is the same number as last year!



Intermission – time to stretch those legs and give the canteen a hammering!

Resumption of bidding and the auction continues on its merry way with a few notable purchases being had. First of the notables was a Club TVR which went for \$170. This was followed by a Pink Car Bugatti (new) for \$126 and then a SCX Arrows F1 Team 2000 car which went for \$132, so it really was a mixed

bag! There were also a couple of Austin Healy’s and Mercedes Wankels that went for \$100 plus before we got to the pictured Black Bentley, which, I might add, was a first edition! Bidding was spirited and the car was eventually sold for \$275.

There was obviously a lot of stuff there on the night along with a lot of people who had come prepared to lighten their wallets by a good margin because the auction ran to lot 124 before a car was “passed in” with a no sale.

Of the Scale Models charity items the biggest earner was the Limited Edition White Caterham which was raffled off, bringing in a whopping \$360. Well done to everybody who supported the charity items.



Peter Briggs, who was the winner of the Caterham Charity raffle.

At nights end, which was well passed midnight for most, but well into morning hours for others, there had been approximately 230 lots sold of the total 270 plus lots that were on offer.

So for a lot of us that were there it was time to go home and instead of gloating over our newly acquired editions as we would normally want to do we would try and get a few hours worth of much needed sleep before the second half of the “Hot August Weekend” began.

I wonder, though, just how many people who did “score” at the auction were actually able to limit themselves to just a sneak peak before finally staggering to the bedroom!

Race Day

Up early Sunday morning and it's off to Armchair Racer. First thing on the hit list was the scrutineering of the cars. Although none of the cars were stripped apart they were all dyno tested. A quick once over to make sure there were no obvious defects, a few drops of oil on the bearings etc and it was off to Park Ferme where all the cars were to be impounded while the event was in progress. In this respect the box standard rule works very well and puts more of an onus on the drivers skill when in a competition like this. As the cars were tested and passed in they were assigned to their new owners/drivers. Each car was marked with the drivers initials using a gold paint pen on the underpan of the car. With this done and Jims house rules discussed and implemented we were ready for the start of "The Big Race".



Scrutineering gets under way.



The cars all lined up for the dyno



Some of the cars in Park Ferme showing their ID marks.

With the format and heat times previously discussed and posted it was a case of be there on time or miss out. As the 10am start drew closer it was time to get the first heat cars on the grid and ready to race.



5 minutes to go and the first heat cars are ready for action.

Grid for the first heat was:

Steve Terry
Jessie Thurlow
David Portelli
Warwick Stibel
Steve Colin-Thome
Rob Thurlow

As the draw had been done on a random basis the heat draws turned out to be fairly even on a competitor basis with maybe the first heat being

the toughest, although not by much as some of the interstate guys were to prove very competitive in the later heats. With the clock striking 10am the drivers in the first heat series of the day were sent on their way and so began the ASRCC's 1st National Grand Prix.

With the heats being made up of 6 x 2 minute heats giving each driver 2 minutes on each of the lanes it turned out that to be able to progress into the next round a driver would have to be doing 20 laps plus on each lane. Sounds easy? It was anything but! For most of us this was the first time on Jims track with these particular cars, so there wasn't too much time we could spend settling in with the cars, lest we fall too far behind not only our immediate competitors, but also the drivers in the later heats. For me it was a case of find the limits of the car in the first 3 or 4 laps and then drive to those limits. Maybe I was a little bit conservative but when I look at the individual heat results I don't think I lost too much at all. Warwick Stiebel set the pace putting in a phenomenal 130 laps with Steve Colin-Thome on 124 laps.

The second heat was contested by:

Gary Russell
Tom Moffatt
Chris Uttley
Michael Jones
Eric Terry
Tim Holman

Gary Russell, the first of the Queenslanders, was the best in this heat with a 124 laps closely followed by daylight and then Eric Terry on 114 laps.

The third heat was made up of:

Andrew Waite
Laurie Moffatt
Peter Briggs
Steven Bushell
Stephen Drury
Gordon Heber

Steve Bushell was the star of the third heat finishing with 121 laps followed by the man from W.A – Gordon Heber, who finished with 115 laps.

The fourth heat runners were now in the limelight and they were:

Dave Hannaway
Lexie Terry
Nicholas Drury
Rodney Clarke
Rod Holman
John Corfield

Dave Hannaway also flying the flag for Queensland proved to be the man to beat putting in a solid 117 laps with Rod Holman on 113 laps.

The fifth and final qualifying heat was contested by:

Peter Drury
Terry Mason
Bill Holmes
Sid Terry
Andrew Moir
Liz Waite

Sid Terry was to be the most consistent in this group notching up 121 laps with Wild Bill Holmes, also from Queensland, finishing with 117 laps.

So ended the qualifying heats. It was time for a break, and while the tallying up was being done by the hard working officials, the rest of us wandered outside to catch up with some old acquaintances, and to make some new ones as well.



Whilst the tallying was being done the Sausage Sizzle Kings once again swung into operation to subdue the hungry masses. As the keepers of the light and dark brown cordials had sold the last of the beer, oops, I mean sold the last of the cordials, it was time to wander off in search of something wet. What I found was a trendy little coffee shop up the end of a small mall just around the corner from Jims. In I wandered and ordered white and two. Didn't understand the few strange looks I got from some of the customers until halfway back to Jims when I happened to glance down at my shirt. There stuck to the front of my shirt was a heap of Jims coloured dots that we used for lane marking the cars! Luckily, being thick skinned and very Homer like, I was able to shrug off the feeling that I must have looked a bit of a goose. Well...almost.



Team Drury – The Sausage Kings, hard at work discussing meat content, density, skin thickness and also the relative merits off white onions!



The Gang

By this time the marshals had done the tallying, and it was time to find out who was to progress to the semi finals. Only 18 would make it through to make up the 3 x 6 racer semis.

Qualifying results as follows. Where racers ended up with the same number of laps then the quickest lap time was used to separate them.

1. Warwick Stiebel	130	
2. Steve Colin-Thome	124	
3. Steve Terry	123	
4. Gary Russell	122	
5. Steve Bushell	121	5.247
6. Sid Terry	121	5.414
7. Bill Holmes	117	5.102
8. Dave Hannaway	117	5.118
9. Rob Thurlow	116	
10. Gordon Heber	115	
11. Eric Terry	114	
12. Chris Uttley	113	5.298
13. Rod Holman	113	5.465
14. Andrew Moir	112	5.337
15. Liz Waite	112	5.461
16. Tim Holman	111	
17. Andrew Waite	109	5.003
18. Peter Drury	109	5.348
19. Rodney Clarke	109	5.612
20. Jesse Thurlow	107	5.361
21. John Corfield	107	5.517
22. Lexie Terry	107	5.697
23. David Portelli	104	
24. Tom Moffatt	101	
25. Laurie Moffatt	100	
26. Terry Mason	98	
27. Stephen Drury	97	5.501
28. Peter Briggs	97	6.340
29. Nicholas Drury	91	<u>4.976</u>
30. Michael Jones	86	

Special congratulations go to Nicholas Drury, who set the fastest lap time in qualifying.

With the top 18 announced, it was time to start the semi finals, of which only the top six would go through.

The first semi was to be contested by:

Warwick Stiebel
Gary Russell
Bill Holmes
Gordon Heber
Chris Uttley
Tim Holman

With the beginning of the business end of the day getting under way it was time for those of us who had them to put our game faces on and “get into it”! As with the qualifying rounds there was another target to aim for only this time it was a bit higher. With qualifying it was 20 laps + but now we were looking at 21 – 22 laps per heat to get through. With the flag dropped the racing continued with a greater intensity and skill, but the “offs” were just as big!

Although Warwick had a bit of a slow start he remained in touch with leader Garry and by the end of the third heat had regained the lead where he would remain. At the end of the first semi Warwick had grabbed the first spot in the final with another excellent effort totalling 131 laps! Gary Russell also looked to have booked a spot with a very good 126 laps to finished second in his semi. Gordon Heber (124 laps) and Tim Holman (121 laps) now had a nervous wait to see if they’re efforts would be good enough for a berth in the final.

The second semi was contested by:

Steve Colin-Thome
Steve Bushell
Dave Hannaway
Eric Terry
Andrew Moir
Andrew Waite

The second semi was to prove to be no less exciting than the first with a bit of an upset thrown in. Steve Colin-Thome, who was expected by some to be the man to beat had had a hard time of it on the yellow lane and dropped from first to third, where he would remain until the end of the semi.

At the end of the second semi it looked as if Dave Hannaway who had finished on top with 125 laps and Steve Bushell, also on 125 laps, had made it through to the final. Unfortunately Steve C-T finished with 120 laps and missed the cut.

The third semi was contested by:

Steve Terry
Sid Terry
Rob Thurlow
Rod Holman
Liz Waite
Peter Drury

With four of the top six positions now hinging on the out come of the third semi, and with eight racers veiying for a spot, the racing was expected to be intense, and so it was!

From a personal point of view, I did a “personal best” as they say, in this semi. Not only was it the best I have ever driven a slot car, and had the most fun doing it, I also had only three deslots for the entire semi! This semi also turned out to be the most regimented, with the racers finishing as they had started, for there had only been four changes of positions in the entire 12 minutes of racing!

Steve Terry finished with 126 laps, beating brother Sid who finished with 125 laps. This meant that Gordon and Tim, along with Rob Thurlow who had racked up 123 laps, were to miss out on the final by a whisker!

The Final

This is how they lined up in the final:

Driver 1	Warwick Stiebel
Driver 2	Garry Russell
Driver 3	Steve Terry
Driver 4	Dave Hannaway
Driver 5	Steve Bushell
Driver 6	Sid Terry

In view of the competitors who would be contesting the Grand Prix I had taken some reality pills, and had expected to finish no higher than twelfth. Not only was I chuffed about my performance in the semi, I was absolutely thrilled to have made it to the final, and to have qualified third as well. So thrilled, in fact, that not only did I miss the decision to run the final six heats of the day at 6 minutes each instead of 2 minutes, I was also so pumped up that I didn’t notice the difference in the heat lengths whilst actually driving!

With the dropping of the green flag we were away in the final of the ASRCC's 1st National Grand Prix.

Steve Terry set the pace early on continuing the consistent form shown in the semi's with a fastest lap of 4.941 and a total of 66 laps to lead the way at the end of the first heat. Steve Bushell, though was breathing down his neck in second spot with a total of 65 laps. Third on the same lap was Warwick Steibel and then there was a bit of a gap back to Sid Terry in fourth on 62 laps, Dave Hannaway in fifth on 61 laps and Garry Russell in sixth on 58 laps.

The beginning of the second heat marked the climb to the top by Warwick who put in a fastest lap of 4.953 and 65 laps to take his total to 130 to snatch the lead away from Steve Terry, who was also on the same lap. Steve Bushell had dropped back to third with 62 laps for the heat giving him a total of 127 laps. Fourth, fifth and sixth remained unchanged with Sid on 125, Dave on 124, and also posting a 4.992 lap time and Garry on 121 laps.

Heat three and Warwick now began to move into a comfortable lead by posting yet another fastest lap and a further 67 laps (197 total) to scoot 4 laps clear of a new second place holder in Steve Bushell (193 total) who had picked up 3 laps on Steve Terry (also 193 total). Fourth, fifth and sixth still remained unchanged with Sid (191 total), Dave (188 total) and Garry (187 total).



Steve Terry and Warwick go head to head during the early heats.



Steve Bushell also gives Warwick a hard time!

The commencement of heat four saw the action really begin to heat up! Although Warwick only managed to put 1 lap on the field this heat he now held a commanding 5-lap lead to second spot. It was second spot, however, which was where all the action was happening! Steve Terry (258 total) had retaken second from Steve Bushell who was now 2 laps down in third on 256 laps (total). Fourth was still held by Sid on 255 laps, 1 lap ahead of Dave on 254 laps who was 2 laps ahead of Garry on 252 laps (total). You could've thrown a blanket over second to sixth spot – the competition was that good!

Heat five saw disaster strike the car of Steve Bushell! Not long into the heat Steve thought he noticed his car beginning to drop speed. With a few quick stops to check the braid and to make sure that the motor hadn't popped out of it's cradle, Steve began to fall further and further off the pace until that horrible tell tale whine that we all hate to hear began to make itself heard. The mystery was solved. Steve had done a pinion. As the end of the heat was not far away Steve was convinced to continue on. With the end of the heat, and in a display of sportsmanship which we hope has set a standard for future events of this calibre, the other drivers agreed to let Steve rectify the problem which would not only allow him to continue, but would also allow him to be competitive as well! And competitive he was, for although he was now in sixth spot with no chance of making up any serious ground unless a similar fate befell one of the other drivers, he did manage to do 66 laps in the final stint which was only matched by Warwick himself!

The final heat began with Warwick now with unbeatable 12 lap lead which he was to extend by a further 3 laps by the end of the heat. Second place Steve Terry had a scare in the first lap with the car coming to a shattering stuttering halt halfway through turn two with what appeared to be a guide problem. A helpful shove from marshal Rob Thurlow got the car going again so it could finish the lap. A quick pit stop to check and then clean a pair of gummed up braid saw the problem fixed and the car was once again ready for action, albeit a lap down in third spot. It wasn't long, however, before second was once again in Steve's hands and there it stayed. With Steve Bushell's problems putting paid to his chances of a victory everybody had shuffled up a spot thus giving Sid and Dave a crack at third spot to which they went at with hammer and tong! Sid proved too strong at the end, however, coming in third two laps ahead of Dave. Garry Russell finished fifth and Steve Bushell finished sixth.

Congratulations go to the winner of the ASRCC's 1st National Grand Prix – Warwick Steibel, who put in a day long commanding performance to lead the way. Well done Warwick.

Here's how they finished.

1 st	Warwick Steibel	397 laps
2 nd	Steve Terry	382 laps
3 rd	Sid Terry	379 laps
4 th	Dave Hannaway	377 laps
5 th	Garry Russell	371 laps
6 th	Steve Bushell	367 laps

The end of the heat also signalled the end of the "Hot August Weekend" and the clubs very first well organised and extremely well run Auction and 1st National Grand Prix. Thanks go to the organisers of both events, to all the people involved in the running of them, to those that attended the events and a special thank you goes to the club sponsors for their generous efforts in supplying auction lots. Also a special thanks to the Jim Berry and Andrew Moir whose tireless efforts made the National Grand Prix dream a reality. Last but not least, thank you to the Armchair Racer crew for supplying a terrific venue for the clubs first grand prix.



The Finalists from left to right: - Steve Bushell, Garry Russell, Dave Hannaway, Sid Terry, Steve Terry, Warwick Steibel, ASRCC President John Corfield and The Armchair Racer himself Jim Berry.



1st National GP Champion Warwick Steibel accepting champions trophy from John Corfield.



The Top Three, Warwick in the middle, second placed Steve Terry on the left and third placed Sid Terry on the right.



Fourth, Fifth and Sixth, from left to right – Dave Hannaway, Garry Russell and Steve Bushell.

Grand Prix Images



Steve Terry's Corteco car, the only car on the day to race in all heats including the final and come through with all parts still attached.



Andrew Moir (far right), Sid Terry, Terry Mason from Dubbo and Peter Drury, some of the heat five drivers, prepare for battle!



The finalists trophies that augmented the wonderful prizes supplied by club sponsors.



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NSW RACING **ARMCHAIR RACER ENDURO 04:**

Yes, it was that time of year again when the Enduro enthusiast dragged out their long suffering Ford GT40's and made the long trek to the ASRCC's Temple of Slot Car Temptation – Armchair Racer! This also meant that the longest suffering of these poor unfortunate vehicles was also once again dragged kicking and screaming from its' dark and dusty hidey hole. I'm talking, of course, of the Team Terry Footstinks Ford GT40! With an "Oh No, Not Again" thought, the Footstinks car was placed, whining and shivering into the carry case for it's second trip into purgatory!



The Bushslap Boys
Steve Bushel & Steve Colin-Thome

With the primary culprit of last year's debacle Sid Terry taking control of the car for the first stint, odds were being taken on who was going to catch the bonnet in the first corner! Luckily, there were no bookies in attendance as they would have done their dough big time as the Footstinks car leapt away from the line cleanly, clearly in control of it's own fate, and not having to worry about the incompetence of it's current driver who had learnt from last years experience and was now well versed in how not to treat the car!!

With the stints being 15 minutes long, the first several minutes were very much a settling in period for all drivers and especially for the 6 Turkeys Team who were racing the Footstinks car, reliant as they were on Sid to get the car away to a safe start.

With three minutes gone and the car still connected to all of its' component parts there was a feeling that maybe this year would be different after all. And so it was! With Sid treating the car more like the Le Mans legend that it was and less like a Fender Bender at Parra Speedway, the car was set the task of running down the Ford of The Bushslap Boys, which was being driven by Steve Bushell, currently leading the field by two laps.



6 Turkeys
Al Quinlan, Jessie Thurlow, Rod Clarke
Rob Thurlow, Sid Terry & Eric Terry.

At the ten minute mark of the first heat the racing had well and truly settled down with the Bushslap Boys maintaining their lead of two laps over the now second placed Team Turkey Footstinks car. It was about this time that Steve Bushell met with a big road block in the form of the nights first major "off", with three competitors having a big moment in the last corner before the main straight. In his excitement, Steve accidentally pulled the hand throttle plug out of its socket causing the car to come to a screaming halt! With a look of increasing consternation Steve struggled to find out why his car wasn't playing the game, and by the time he finally twigged to the problem the Footstinks car had blasted past to take the lead and there it remained until the end of the heat! At the end of the first heat 6 Turkeys had a 1lap lead over The Bushslap Boys, having completed 142 laps to the Bushslap Boys 141. Third was Team 5 consisting of John Toyer, Anthony Priestly and Chris Uttley on 138 laps followed by the Powerlads Team consisting of Mick and Andrew Waite and John Corfield on 133 laps,

chased by Team Drury consisting of Peter, Stephen and Nicholas Drury, David Nalty and Rod and Tim Holman on 119 laps. Bringing up the rear was the awe-inspiring Powerpuff Racing team of Liz Waite, Lexie Terry and Ed Chegwiddden on 116 laps. Awe-inspiring? Who else had the guts to race under a name like that!

The end of the second stint saw every team change its standing as some marvellous racing ensued in what was a very good race from a spectators point of view. The Bushslap Boys took the lead with the Powerlads, who jumped from fourth to second spot; leap frogging 6 Turkeys who fell from first to third. As the racing settled down and the drivers got into their respective rhythms the point of interest shifted. No longer was the focus on the leaders, who were holding down a steady 15-20lap gap over the field, there was the developing battle for Second, Third and Fourth between 6 Turkeys, Powerlads, Powepuff Racing and Team Drury.



Powerlads

Mick Waite, Andrew Waite & John Corfield.

Heat four and Team Five had joined the fray by snatching second place from its competitors with an impressive 139 laps from this Heat. Giving the Team a total of 521 laps so far, only 24 laps behind the Bushslap Boys. 6 Turkeys meanwhile had slipped to fourth place on 509 laps, Trailing Powerlads on 515 and beginning to battle with the fifth place Powerpuff Racing on 493 laps. The next Heat turned into a massive bun fight for the minor placing's, with the Turkey driver turning the Teams fortunes around. By the end of this Heat 6 Turkeys had clawed their way (Bird Joke!!) back into second position. Although equal on laps completed with

Powerlads the birds had track position, thereby giving them second spot on 644 laps. Team Five was still in the hunt with 633 laps completed, but disaster struck Team Drury during the course of this Heat, forcing the car into the pits.

After a lengthy pit stop that ultimately climaxed with the chassis being replaced, the car continued but was now out of contention. Team Drury had tumbled down the leader board and was running last, some 78 laps behind the fifth place Powerpuff Racing.



Team Drury

Steven Drury, Pete Drury, Tim Holman, Rod Holman, Nicholas Drury. Missing from picture is David Nalty.

Heat six, the last of the daylight Heats, the Bushslap Boys having completed 822 laps, lead 6 Turkeys by 64 laps, who still hold a slim lead over Power lads six laps down on 752 laps. Only Three laps behind and keeping them honest is Powerpuff Racing on 749 laps, followed by a competitive Team 5 on 732 laps. Team Drury seems to have fixed the problem with the car but still languish in last 78 laps down on fifth. This signalled a half hour break for Pizza and Beer with a little bit of socialising thrown in.

On our return to the track half an hour later and before the lights were turned down for the night stint, it was noted with relief by most drivers, the generally good condition of the cars. Especially the Footstinks car, which by this time last year under the Team Terry banner had lost almost every conceivable piece, including the bonnet, which wasn't. Sid once again had the task of getting the team off to a good start, and this he did with a solid 133 laps on the counter. It was in

this Heat disaster struck the Powerpuff Racing Team with Lexie having a big ‘OFF’ at the end of the main straight and put the car into the wall, jolting the guide blade out of its socket and dislodging the spring from the setup. The only quick fix option to repairing a self-centring guide blade is not the recommended method of cursing and jamming the thing back into the socket, but this is what Lexie did, thereby at least getting the car back on the track to continue racing, although every time the car had an ‘off’ from now on, the guide blade went spinning across the track slowing the team down even more. It was also in this Heat that John (Takefuji) Corfield set the fastest lap of the race, a stunning 4.856 seconds, at least half a second faster than any of his rivals.



Powerpuff Racing
Liz Waite, Ed Chegwiddden & Lexie Terry

It was at about this time in the nights proceedings that a few Turkeys invaded the “Hill” section of Jims track and as with last year decided to entertain the crowd with a series of ‘waves’, struts, and Turkey calls...culminating in a cry from the Turkey Master Steve Terry; “Gimme a G!” to which the Turkeys replied; “GOBBLE!!”
 “Gimme an O!”
 “GOBBLE!!”
 “Gimme a B!”
 “GOBBLE!!”
 “Gimme a B!”
 “GOBBLE!!”
 “Gimme an L!”
 “GOBBLE!!”
 “Gimme an E!”
 “GOBBLE!!”
 “WHAT HAVE YOU GOT!??”

“GOBBLEGOBBLEGOBBLEGOBBLE!!!”...
And so on...

Heat eight and the Bushslap Boys still lead but an impressive heat by the Powerlads has cut the lead back to 56 laps and retaken second place from 6 Turkeys 2 laps down in third. 45 laps down Team 5 is in a tight tussle with Powepuff Racing 7 laps down while the Team Drury car is now running competitively speed wise albeit 78 laps down...

Heat ten and the 6 Turkeys driver has had a shocker, completing only 109 laps, well off the pace in this heat, giving the Powerlads a firm hold on second place with a 32 lap gap. With this poor result the squabble for third well and truly develops between 6 Turkeys, on 1253 laps with Team 5 only one lap behind, and Powerpuff Racing still in with a chance 21 laps down. This continues well into the next Heat, but with the new Turkey driver running on song the birds get clear of the scrap now going on for fourth spot between Powerpuff Racing and Team 5, who are hanging on desperately with a slim 9 lap lead. The Team Drury car has faded slightly and is now 103 laps down on the fifth place Powerpuff.



Team 5
John Toyer, Chris Uttley & Anthony Priestly

Heat twelve, the final heat of the night, and the only position left under contention is position four, between Powerpuff Racing and Team 5. All the other Teams have settled in for the run home, and everyone’s attention turns to the enthralling head to head still going on between the Powerpuff and Team 5 drivers. The Powerpuff driver is having a blinder, driving the doors off his GT40, and getting stronger lap by

lap while the Team 5 driver is beginning to fade badly, possibly with an undiagnosed problem affecting the car, and is rapidly falling back into the clutches of the other driver. Halfway through the heat the '5' driver surrenders his position to the 'Powerpuff', who has blasted past and is seen no more, ultimately putting 16 laps on Team 5 and securing fourth spot.



On The Grid.

The Final standings for the night, after the race long battle for the minor placings were:
 1st on 1642 laps – The Bushslap Boys,
 2nd on 1541 laps – Powerlads,
 3rd on 1512 laps – 6 Turkeys,
 4th on 1471 laps – Powerpuff Racing,
 5th on 1455 laps – Team 5,
 6th on 1361 laps – Team Drury.

Congratulations to The Bushslap Boys on a dominant win and a 'Well Done!' to the other Teams, who, a one stage or another were all involved in their own private races, and at one point there was a four way race off for second spot!



The Footstinks Vehicle.



During The Race!

Many thanks to Jim Berry for once again making his fantastic venue available to NSW Racing, and also for everyone who attended, which made it a most enjoyable evening.

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- Winning the war against Ecovandel!
- What a Weekend!
- NSW Racing Calender for 2005