

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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Peter Revson Boss 302 Mustang, now a Scalextric 1/32nd

A small photo journey through
U.S.A. Trans-Am history.



Peter Revson

***Peter Revson in this Boss 302 Mustang leads
Ed Leslie's Penske Camaro at Kent in
September of 1969.***



***Here is a small look at the man himself, Peter
Revson.***

ARMCHAIR RACER

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

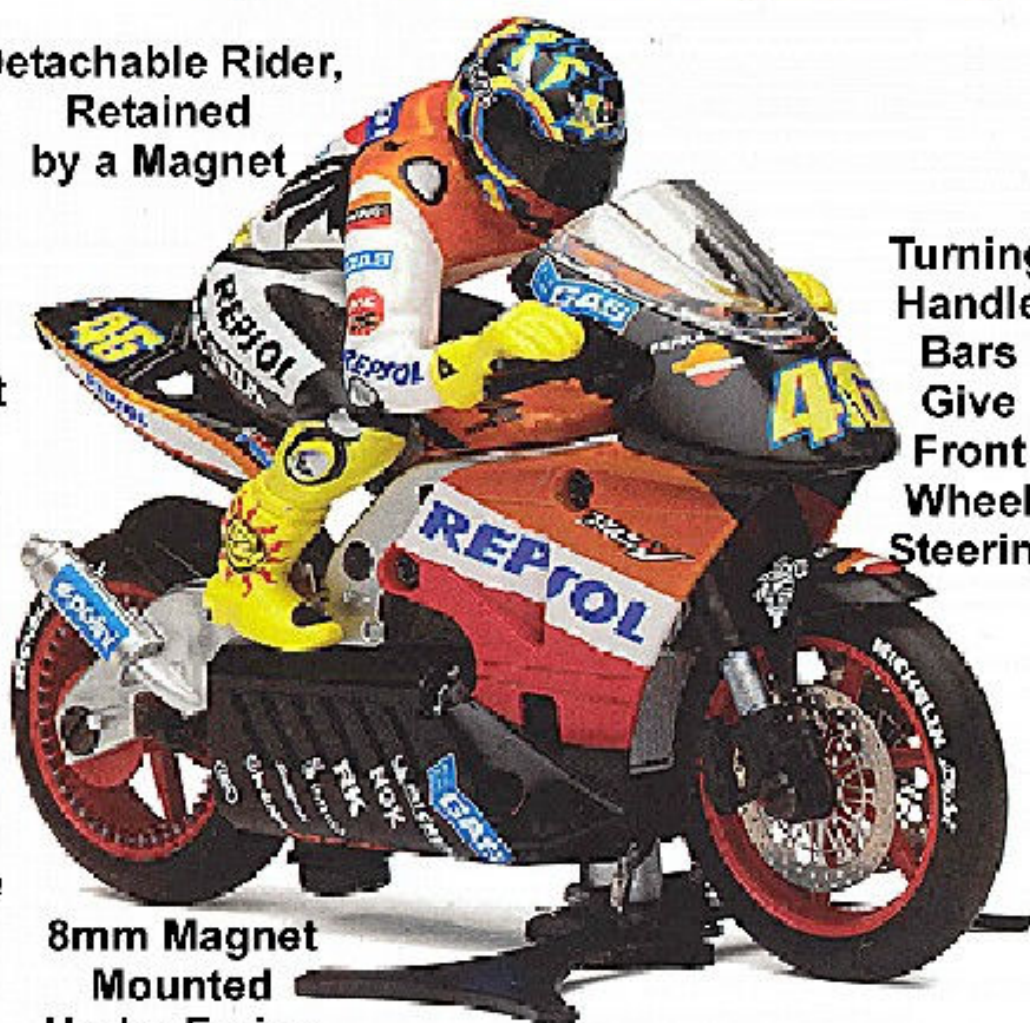
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Detachable Rider,
Retained
by a Magnet

Compact
Motor
Direct
Drive's
Rear
Wheel.
The
Rear
Wheel
is the
Contrate
Gear



Turning
Handle
Bars
Give
Front
Wheel
Steering

8mm Magnet
Mounted
Under Faring

C6000	HONDA REPSOL	VALENTINO ROSSI	MAY	\$45
C6001	HONDA CAMEL	MAXI BAGGI	JUNE	\$45
C6002	HONDA CAMEL 04	MAKO TAMADA	SEPT	\$45
C6003	HONDA TELEFONICA	SETE GIBERNAU	SEPT	\$45

Many more models to follow, YAMAHA, DUCATI etc.

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

Issue 123

April 2004

New South Wales Racing Track Review

THE LIGHTWEIGHT MOUNTAIN

The Lightweight Mountain is another “raise to the roof” track and, as its name suggests, is very lightweight in its design and manufacture. Being basically the size of a table tennis table, the baseboard is made from 3-½ inch by ¾ inch dressed pine batons for the frame, which has been covered by the thinnest 3 ply that money could buy. The basic idea behind this design is so that one person can erect and stow the track with minimal amount of time and effort. The set up with the legs is similar to that of your average foldaway picnic table in that they can be folded away in the same manner, or can be removed all together. The total track weight is about 50kgs and is hauled into the roof using a small diameter sash cord that runs through a series of pulleys.

The track itself is a two-lane Scalextric approximately 60 feet in length with a number of unique features and standard accessories fitted. These include a working set of Pits, a Skid Chicane, 2 “Y” Chicanes attached to a Chicane Corner, 2 Tunnels about 450mm long each and a flat level crossing which only needs the XPT thundering towards it to finish it off.



Here we see a top view of the Mountain with the Holman “Eye in the Sky” Copter in the fore ground. What can also be seen is the lower level portion of the track that runs around the base of the mountain disappearing into one of Rods two tunnels. What can’t be seen is the dogleg Rod has put inside the tunnel to catch out the unwary racer, something which occurs on a regular basis!

With an average lap time of 4 ½ to 6 seconds, the lanes are powered by a single

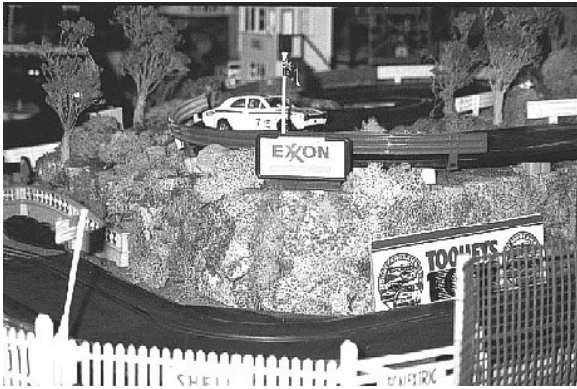
2.2Amp MRRC 12 Volt transformer which easily carries power to all areas of both lanes with equal efficiency without having to resort to the use of booster cables. Both lanes run 45-Ohm Parma hand throttles which are fast becoming the standard throttle in Sydney. A separate Scalextric 2.2 Amp transformer powers all the accessories.

All the hills, tunnels and landscaped areas are from the common or garden variety polystyrene fruit boxes which can be found, acquired or geographically repositioned from, any reputable fruit market. This material was picked because it is light and easy to work. Using the tried and true “Hack and Slash” method, the boxes were transformed into a rough likeness of the required shapes to give a sound base on which to build the mountain and other pieces of diorama. The diorama was painted in a white undercoat, which then had a flat dirty green paint applied as the topcoat. They were then sprayed with a diluted Bondcrete solution, which was sprinkled with predominantly green and brown coloured sawdust, which is available from most hobby stores.



Part of Rods Mountain complete with shrubbery and trees.

All sticks and boulders (which are pieces of sandstone) were collected from the garden and placed strategically around the track. The trees were bought from a model railway shop and are a sepia brown colour which is designed (as is the whole diorama) to depict the Australian Outback. The trees themselves are made from native Australian wild flowers and look perfectly at home in this setting.



An Escort attacks the Mountain

The buildings are all pure sixties Scalextric except for one, which is a home made "Rothmans Garage". These are complemented with two complete Scalextric Camera Towers and a whole heap of home made Billboards. The Billboards are mostly stickers that were commercially available with the rest being whizzed up on the computer. The stickers are mounted onto pieces of 3-ply timber and are scattered at convenient points around the track.

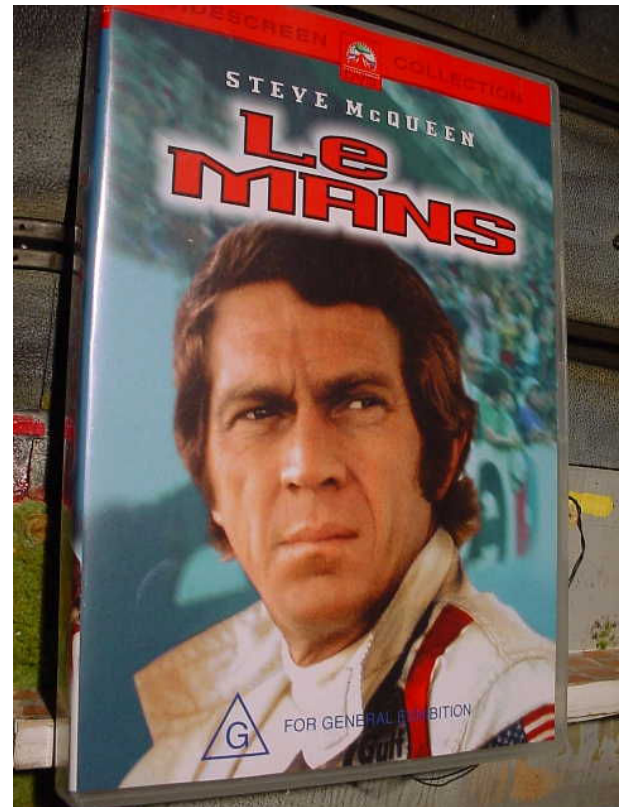


In this photo there is plenty to see. In the foreground stands the roof and flagpole of the first aid hut. Behind this can be seen the start/finish banner which itself stands in front of one of Rods home made Billboards advertising the motorcycles "Razors Edge" motif. In the background stands a water tower with advertising of its own plastered all over it. The tank itself, however, looks suspiciously like a beer cooler!

A visit to The Lightweight Mountain will leave you feeling that you have been to one of the best-landscaped tracks that you'll ever see. Although every square inch of spare baseboard has been given over to diorama, the overall

impression is not one of a track that is crowded but rather one of having seen a wonderfully crafted and detailed Australian landscape which just happens to have a slot car track run through it.

Steve Terry



The Winner of the Le Mans Competition, Al Quinlan writes:

I'd like to thank Dave Hannaway and all the committee for the Le Mans competition and the great prize.

Special thanks to Steve Terry who spent a lot of time formatting my articles and re taking my photos for transmission.

Alan Quinlan

Australian Scalextric Racing & Collecting Club presents

First Official Australian SCALEXTRIC Grand Prix

**Sunday 15th August 2004
(ASRCC Weekend)**

10am – 4pm at:

ARMCHAIR RACER, Lane Cove NSW

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

Pre-selected choice of cars



C2517 Gulf \$28.80



C2518 Pirelli \$28.80



C2498 Delphi \$35.10



C2515 Coca Cola \$28.80



C2442 Pennzoil \$35.10



C2516 Mobil \$28.80



C2443 Corteco \$35.10

Australian Scalextric Racing & Collecting Club presents:

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

Saturday 14th – Annual Club Auction

Loftus Community Hall, Loftus

4pm – 10pm

Doors open 4pm for viewing,

Auction commences at 6pm

Entry costs:

Members \$5

Members Families \$10

Non-Members \$10

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

Sunday 15th - August First Official Australian Scalextric Grand Prix

Open to all financial members

Entries close – July 30th

See advert and enclosed registration form for more details

Plan your ASRCC weekend NOW.

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



Lotus 21



BMW Mini



Z28

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



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Ninco / Proslot / SCX /
Parma / Carrera

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Collectors Cars - Large Range

All Current Releases in Stock

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experience

See Kevin or Clive

- Track Test your Purchase on 3 Large Tracks

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NSW RACING

Verandah-ring:

Chris Uttleys increasingly well known venue was the next on the calender and as Chris adopts a 'more the merrier' approach to competitor numbers many racers took advantage of his hospitality. So on race day the organisers were looking at a bumper field of eighteen competitors which coupled with Chris's longer than average 2 laner ensured we were in for a big dose of Slot Carism that would sate even the most ardent racers thirst.

Chris's track is an all Ninco layout complete with ninco throttles with brakes and a computerised lap counting system that promised to make life easy for all the racers that can't count and race at the same time (which is just about all of us!).

Mini class two's were the first to line up and although most of us don't run on ninco track too often the little rockets were not fussed. Steve CT's yellow Type Six was the first to rack up a double with wins over Rod Holman's red Type Six in his first Heat and Steven Drury's yellow Type Six in his second. Steve Terry's red Type Four (no flared guards) was the next to do the double with an incredibly tough battle firstly against Mick Waite's red Type Six in which Mick was like an attracted magnet to Steve's rear bumper and looked like he was going to pull off an upset until he crashed out on the last lap to give a much relieved Steve the win. In his second heat Steve drew Ed Chegwiddden (my spell checker just went off Ed, I hope it's right!) driving the same car a fraction more sedately but still making Steve work for his win. Pete Drury also had a pair of wins driving a yellow Type Six beating Ed and John Corfield respectively. Liz Waite proved a tough competitor with her Type Six absolutely thundering down the diagonally set raised main straight and appearing to pull the handbrake on when entering the kinked hairpin. That set her up nicely for the sweepers beyond, allowing her well balanced, nicely handling Mini to increase the lead over the competition, being too good for John's and then Chris Uttley's repainted yellow C7 with the black roof. My all red Type Four (with flares) was the last to score the double toward the end of the event dealing out thrashings firstly to Nicholas Drury's yellow

Type Six and then doing the same to chatterbox Lexie's C7 of the same colour.

As the first event had taken two hours Chris decided to cut the heats back to 5 laps duration for the rest of the evening. The second event brought the F1 class Four cars to the grid with Steve Colin-Thome and Tim Holman lining up with CT driving a Virgin Cola SSR and Tim in a Goldstar liveried Ferrari 312. A tense race followed with Tim giving as good as he got but with the races shortened you just had to take risk's. After being Black Flagged for barging in one of the crossovers on lap three he had to cede the race to CT who went on to collect another double, beating Liz's SCX Minardi in the next heat. Meanwhile the Hometrack Advantage Monster was having a torrid time with Chris's Sasol Jordan being soundly beaten by my rattling GQ liveried car, which also collected a double win beating Johns F187 Ferrari in the second heat. Andrew Waite's F187 proved a performer in this class with a very satisfying win over dad Micks SCX Lola after a tight tussle and was then way to strong for Lexie's GQ car who crashed out of the race after only 2 laps. Steve Terry driving a Simpson liveried Single Seat Racer also belted the chatterbox as she once again crashed out, this time on the third lap, and then tried to do the same to Rod Clark's Lola but found some pretty stiff resistance in the man from down south driving a Goldstar Ferrari who was not afraid to take the race to Steve and kept him honest till having a second De Slot on lap four which forced Rod to back off thus giving Steve the win.

Event Three was a composite Le Mans class involving the Scalextric, Ninco & SCX brands that gave the spectator s some good talking points and allowed them to compare performance between manufacturers under race conditions, which doesn't happen to often and prompted plenty of comment among those present. The first racer to dominate was Hometrack Advantage Monster Chris driving a white SCX Audi R8 that was way to strong for CT's purple Scalextric TVR in his first heat and Lexie's Purple/Silver version of the same car in the second as did Ed with the 'Crocodile' version R8 beating a TVR and a Ninco CLK Mercedes in his heats. The first Scalextric racer to do well was Steven Drury driving a black Northstar Cadillac to hard fought victories over the Dummy Racers Ninco CLK Merc in the first

heat and then striking controversy in the second against John Corfield's silver version Cadillac, when, half way through the heat Steve had the misfortune to watch his car lose it in a corner near a gap in the side wall of the track and calmly watch it roll off the board and fall the required distance to the veranda floor, there to smash to pieces in all directions to the dismay of dad Pete whom then revealed that this car was (up until this point in time) one of the few cars to come out of the Cadillac Challenge Series unscathed (and his!). After the appropriate apologies that Steven was forced to make to dad Pete by every other racer present along with the promise to do the gardening for the rest of the year (COP THAT!!) the racing continued....

Andrew Waite was the next racer to take advantage of the crocodile cars performance with easy victories over John's and Eric's TVR's while Pete Drury had recovered his wits (and his cars pieces) to outclass Eric's Ultron liveried TVR in the first Heat and overpowered Son Nicholas's TVR T400 in the second. Mick was another exponent of the R8 Audi, this time with Gulf livery, the car proving too strong for Nick's TVR and then Rod Clarks CLK Mercedes.

Chris continued this open format into the next event, which was classed open Le Mans Classic, which opened with Ed Chegwiddden (there goes the spell checker!) driving an SCX Porsche 917 to victory over CT's Carrera D Type Jaguar. He then backed up against Andrew also driving a 917 and proved too strong over the five laps to take the flag. As the event continued those racers driving Ninco cars quite obviously had the advantage with Ferrari 166's dominating their competition but there were a few hardy souls in the form the Drury boys who took on the Ninco's and triumphed with Big Pete driving his SCX GT40 to impressive victories over Rod Clarks 166 in the first heat and son Steven's Ferrari in the second, while Nicholas thumped his opposite numbers driving the unforgettable SCX Dragster in his two heats. Although he didn't win Mick Waite got everyone's attention with a credible rendition of a racecar with his Pink Car Austin Healey 3000 battling Liz's XK120 and Eric's 166 Ferrari in their respective heats.

The Aussie V8's concluded the night and surprisingly most of the racers struggled to come to terms with the super mag/lightweight body on the Ninco surface scenario, but it soon became

perfectly obvious which cars had had not only more track work but whose owners actually used Ninco track as their surface with Rod Clarks Shell Falcon delivering a good old fashioned 'bashing' to Liz's Pirtek Ford over the first five and repeating the dose to Nicholas Drury's Valvoline Cummings Commodore in the second with the host enjoying himself driving a Shell Falcon against ford team mates Ed and Steph CT both driving Shell cars. The V8's in particular had trouble negotiating one of the more unusual features you'll see on a track as with the cunning use of some hill climb pieces the two lanes separated as they passed under the main straight and curved around the two bridge pylons before joining on the other side and immediately entering a bullet head corner which made for a quite demanding section of the circuit in which you had to keep your head or an 'off' was a certainty. Ford won this round with Steven Drury completing a double with hard fought stuttering victories over Ed and Eric in their respective heats. This signalled the end of official racing for the night and as the social kicked in the points were tallied up to reveal the standings thus: = 1st on 46 pts were myself and brother Steve (Secondis) Terry closely followed by 'Big Pete' Drury in 3rd on 45 pts with Liz Waite in 4th on 40 pts and rounding out a well-deserved 5th spot the Home Track Advantage Monster Chris Uttley with 37 pts.

In closing I'd like to give a very special thanks to Kim's Restaurant (Chris's Wife) for a splendid variety of outstanding dishes That would have put any of the local establishments to shame!

Sid Terry.



New Timber Track at Yangebup W.A.

Craig Kennerley of Yangebup W.A. has dismantled his magnificent 40 metre long 1/24 scale Carrera two lane track. Craig has replaced the Carrera track with a bent figure of eight three lane track made of MDF and copper tape. I was privileged to be one of the first to be invited to race on the new track on Australia Day 2004. Ninco and Scalextric Classic track offers a completely different driving experience. I've only driven once on Scalextric Sport track on a small layout so I'm unable to offer a true comparison with this medium. As a child the commercial tracks we raced on were non-magnetised board tracks so we kids of the 60's cut our teeth on them. The true advantage they offer is their relative low cost to build as large track. To build a track the size of Craig's new track would cost thousands of dollars in Ninco or Scalextric.

Getting down to racing the majority of the guys over here in Perth prefer to race on board tracks. The reason for this is complex however a simple explanation is that the cars need to be near perfect in their set up for optimum performance. With a magnet car the magnet down force can hide troublesome vibrations through the drive chain. The magnet keeps the thing on the road. As such our W.A. racers have "homework" to do in order to achieve greatness on the track with their car blueprinting. It keeps them interested and occupied trying to find that "perfect combination" of car and superior performance.

Here's what Craig Kennerley had to say about his new track:

Gordon: The new track is a magnificent tribute to your dedication to 1/32 scale slot car racing. It is a big track. What made you decide on a timber routed track?

Craig: The club has been racing on Daryl Nutton's board track since 1994. I have been racing on Daryl's track for one year and have found the experience totally exhilarating. Racing without magnets sets the men apart from the boys. You need to know accurately your acceleration and braking points and the over steer characteristics of your car. Tyre compounds are the single most important factor. With

magnet track this skill is greatly assisted by the magnet down force. Magnet as far as we are concerned is like having training wheels on a kid's bike. That's why we like board track, it's simply the best surface to race on demanding the most skill.



Gordon: You previously owned a 1/24th scale Carrera layout (pictured above). How does the timber track compare to the old Carrera track?

Craig: The Carrera track was an excellent circuit. The rails of the track offered less magnet down force compared to Scalextric, SCX or Ninco. I've owned big domestic tracks using Scalextric, SCX, Carrera & Ninco track. With my last track choice, Carrera, you had to drive the car in a fashion in between a pure board track and magnetic rail track. The guys in the club said that they will miss the Carrera track but once used to the new track I'm sure they'll be convinced the change is for the better.

Gordon: Do you miss the magnet downforce?

Craig: Not at all. I personally feel magnets are a form of cheating, call me a purist at heart but that's the way we see it over here in the west. You can't run some cars without magnets for example Fly front engine cars like the Lister, Panoz, Corvette C5R don't perform at all well without magnet down force.

Gordon: What made you consider three lanes compared to two or four lanes?

Craig: Space. A four lane 180 degree turn takes up lots of board. Big diameter. Three lanes you can have as much fun without taking on a mortgage to pay for the floor space. Syd Millers track four houses down the street is three lane and we have great competitions with three drivers. Two lanes doesn't offer the third driver a go at the track. Three is a great compromise in a domestic situation. Couldn't recommend it more highly.

Gordon: What did you use to surface the track?

Craig: After repeated sanding and filling and sanding the MDF boards the final surface is two coats of Dulux Ferrodor sprayed on. Ferrodor has particle iron filings suspended in the paint which causes grip. Perfect surface for 1/32 scale cars with tyres like Fly, Ninco, SCX, Scalextric, Proslot, Slot it ect. These cars perform beautifully on this surface.

Gordon: How many metres is the track in total length?

Craig: I haven't measured it accurately but she's about 40 metres.

Gordon: You've used copper tape. Copper is a better conductor than iron which is used in commercially available segmented track. Have you any problems with getting power to the cars?

Craig: Copper tape is easy to apply to the painted board, economical, easily repaired and conducts the current perfectly to the cars. With braid you need to do another route when cutting the board to accommodate the thickness of the braid. With copper you only do one route cut for the guide slot. This saves an enormous amount of work routing the track once instead of twice. Plus it looks good. Better than braid which corrodes with time and needs to be replaced. With copper tape if there is wear or a break in the tape you simply lay another strip of tape over the top and she's working like new.

Gordon: What volt/amp combination are you using?

Craig: Ninco power supplies, one per lane, 14.8 volts DC, 0.9 amps.

Because there's no energy expended in pushing the car against the magnet down force these small 0.9 amp transformers do very well. Parma controllers of course, nothing but the best for this track.

Gordon: You built the track yourself. It is a true credit to your excellent woodworking and electrical skills. Would you recommend building your own timber track to members of the club?

Craig: Yes by all means, even if you pay someone to do the routing it is still the cheapest way to get a big track. To buy this amount of track in commercially available segments would cost at least \$2,500.00 if not more and that doesn't include putting borders around it. That would cost another \$600.00 at least.

Gordon: What was the most difficult aspect of the construction?

Craig: The dust from the routing and the sanding got into everything in the room. I suggest removing everything from the room before starting, covering the floor with plastic and use dust masks.

Gordon: How many hours work was involved from start to finish?

Craig: This one took about 45-50 hours from start to finish, mind you I'll be removing dust from some of the rooms contents for a while yet!

Gordon: Approximately how much did it cost?

Craig: It was the best \$400.00 I've ever spent. Many thanks to Craig Kennerley of Yangebup, Perth, Western Australia who has constructed a truly magnificent challenging track available to those who race "in the know" in Perth W.A. In my humble opinion it is the best track in WA. that I've raced on.

Gordon Heber 16.04.04

THE DEREK BELL INCIDENT DURING THE FILMING OF LE MANS

During the filming of LE MANS Derek Bell was involved in the worst accident of his racing career.

Steve McQueen was driving the 917 and Derek Bell was driving the Ferrari 512s. They had just completed a run from Mulsanne to the Ford chicane to pass the camera car, a Ford GT40 with the roof cut off, which was doing 80 mph to their 130 mph, to get an impressive shot of speed with the cars. At the Ford chicane Bell noticed that his clutch was not disengaging when he came to change down with a 'crunch crunch'. He turned the car around to follow after Steve back to the starting point. Steve had disappeared in the 917. Derek was taking it easy without a clutch.



Just as he came out of Indianapolis corner in the reverse direction, making it a right hand bend the Ferrari erupted in flames. He immediately hit the brakes, the car, in this situation, seemed to take an eternity to stop. To make matters worse Derek was wearing an open face helmet with a nomex mask. He undid his belts and opened the door which was a bit tricky because the door was fastened with a handle and clip on top of the door. So you had to turn the clip down and then turn the handle.

He shot out and immediately ran up the track shouting for a fire truck. There was nobody in sight and the Ferrari burnt itself out. The

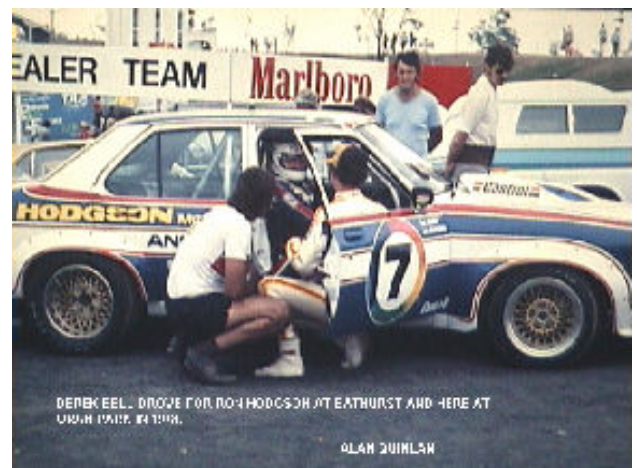
Camera car came past but wouldn't stop, preferring to go and get help. The air was getting to him by now and his face felt very sore.

An old blue Renault ambulance arrived with Sister Bridget, who was on duty on the film set. The doors were opened up and Derek got in the back and lay down on the stretcher. Sister Bridget got in and the doors were closed Sister Bridget then tapped on the back of the driver's compartment and told the driver to go. The driver let the clutch out with such a jerk that the stretcher burst open the doors and the end of the stretcher hit the road. The driver then hit the brakes and the stretcher flew back in!

He went to hospital and a doctor put some cream on his burns and he was off to Enna in Sicily that weekend for an F2 race which gave his burns hell due to the volcanic dust in the area.

After that he went on to Paris to see a burns specialist and was thankful that no bad injury was caused to his left eye.

That wrapped up his time with the Le Mans film.



Derek Bell drove for Ron Hodson at Bathurst and here at Oran Park in 1978

Alan Quinlan

ABRIL
APRIL

FLY *Car Model*

2004

NOVEDAD/NEW

Alfa Romeo 147 GTA

Ref.: A 741L / 99008

Ref.: A 741 / 88093



ROAD CAR

Ford GT40

Porsche 917/10



Ref.: A 184 / 88100

Ref.: A 169 / 88103

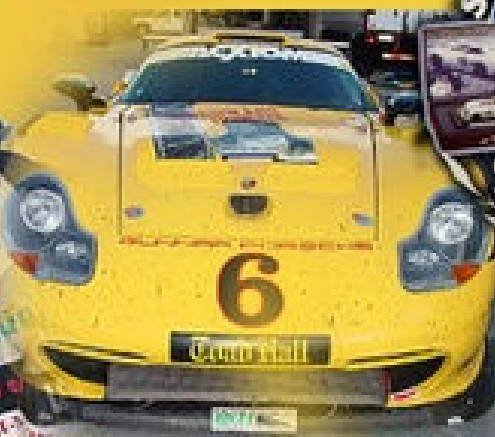
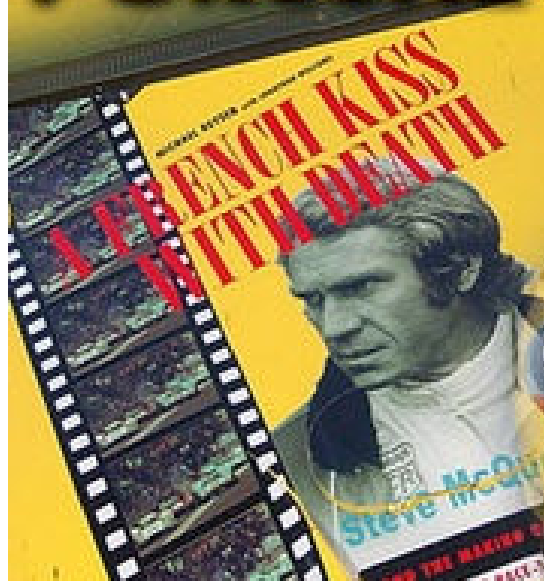


Marcos LM600

Ref.: A 364 / 88102

PORSCHE 911 GT1 EVO

Ref.: SM 4 / 96037



SM4

NSW Racing
Presents
The Next Event
At

CULVER CITY

Host: - Steve Bushell
Race Date: - 15th May 2004
Venue: - Culver City

RSVP: - 7th May 2004
Contacts: - Sid Terry Ph 9769 – 1925 after 7pm
Steve Terry Ph 9864 – 8616 after 7pm
e-mail slartibartfast@optusnet.com.au

- Event 1 Class 1 C76 Mini FWD
- Event 2 Class 2 C7 Mini Cooper RX Motor
- Event 3 Class 3 Formula 1 Class 1 RX Motor
- Event 4 Class 2 Formula 1 Class Power Sledge Motor Only
- Event 5 Class 1 Lemans Class 1

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.

THE PORSCHE 917 UP TO 1971

Part 1

UP TO LE MANS 1970

(continued)

On 25th April the Monza 1000 km was held and this was the day before the Daily Express Trophy race at Silverstone. Once again some drivers had to attend two meetings.

During practice the Siffert and Redman 917 developed an oil leak in the new 4.907 litre engine, after Siffert had set fastest time, so this was swapped for the old 4.5 litre unit. The car was also plagued with gear selector problems that had occurred on the Friday practice at Brands Hatch. Only one 917 ran with the new engine and that was the Salzburg car of Elford and Ahrens, now recovered from his injuries.

Jacky Ickx did not attend Monza because of burns sustained in Spanish GP. Ferrari enlisted Amon and Surtees. Ferrari had coupe 512Ss for Amon & Merzario and Surtees & Schetty a third open 512S was driven by Giunti & Vaccarella.

Autodelta (Alfa Romeo) entered 4 prototypes with long tail bodies. Matra entered two long tail prototypes. Martini entered a Porsche 908/2 long tail and an ordinary 908 Spyder.

During the race Elford & Ahrens hit the lead on lap 11, because Siffert collided with a back marker at Lesmo and broke a rear wishbone. On lap 62 Elford turned in a time of 1min 24.8sec. Disaster struck the car on lap 92. The car blew a left rear tyre in the Curva Grande and the flaying rubber wrecked the suspension and put a hole in the oil tank, Ahrens was forced to park it.

Ferrari lost the race in the pits. Pedro Rodriguez & Leo Kinnunen won, Giunti, Vaccarella & Amon second, Surtees & Schetty third, Amon & Merzario fourth. Chris Amon drove two Ferraris. Forghieri put him in the second placed car on lap 137, to give it the best chance of a win. When Amon went to start the car fuel ignited under the car and it lost over a lap.

The Targa Florio was next on May 3rd and John Wyer let Porsche take over, with engineer Ferdinand Piech running a team of

three 908/3s and another entered by Sulzburg. Siffert & Redman won, Kinnunen & Rodriguez second (Rodriguez was not well) Vaccarella & Giunti third (Ferrari 512S).



The John Wyer Porsche

The 917s were back in action for Spa on the 17th of May. The Gulf cars both had the bigger engines. Porsche Salzburg entered a 4.907 litre for Elford & Ahrens and a 4.5 litre for Attwood & Herrmann. Two more were private entries. David Piper's didn't run because of disputes over starting money.

Ferrari had three 512s coupes for Ickx & Surtees, Merzario & Schetty and Giunti & Vaccarella. Amon was at Indianapolis qualifying. A private yellow painted Ferrari of Ecurie Francorchamps, owned by Jacques Swaters, Ferrari's Belgian importer, was entered for Derek Bell & Hughes de Fierlant.

Three Lolas completed the group 5 sports car field.

Alfa Romeo and Matra did not enter their prototypes. So group 6 was made up of two 908 spyders from the Martini team, one a 908/2.

In the first practice session, on the Friday, the Gulf team were using 12.5 in rims on the front of the 917s. The tyres were slipping and deflating at high speed. Siffert suffered blowouts twice on the Masta straight and Redman had one at the fast right hand La Carriere bend. Overnight the team fitted 10.5 in rims which were metal sprayed as a precaution. During Saturday's practice session Rodriguez used a new tail section with the centre trough filled and a spoiler fitted. On a clear lap he turned in a time of 3min 19.8sec on the 8.76 km circuit. This was

over 10 seconds faster than the outright lap record held by John Surtees, set in the Honda F1, and eighteen seconds faster than the sports car record. Both cars were set up using the new tail but not the spoiler for the race.

Elford had a hard time in practice because of a cracked chassis and could only manage 3min 40.5sec. The other Salzburg 917 did 3min 32.2sec.

On the morning of the race heavy rain fell then brilliant sunshine so the track was wet and drying at the start. Some cars changed to intermediate tyres.

On the grid the Gulf cars were next to each other on the first row. At Eau Rouge they touched and Siffert went into the lead. Ickx was right behind them reaching 200mph on Masta straight. On lap two Ickx pushed past Rodriguez. Then Rodriguez repassed Ickx. Rodriguez then passed Siffert for the lead. As the circuit dried the leaders broke the lap record several times. On lap five Icks passed Siffert and hounded Rodriguez. Siffert soon regained the lead. While Rodriguez was holding off Ickx Siffert was able to open a gap.

After the first pit stops the order was Rodriguez, Ickx, Siffert, Laine (917), Pilette (Lola T70 3b), Giunti, Elford and Larrousse (908/2).



If you look at the rear bodywork of the Lola T70 MK 3B, you find it not too dissimilar to the changes John Horseman made to the Porsche 917

Rodriguez's left hand rear tyre started to chunk, so he pitted and rejoined in third. On lap

twenty nine Ickx pitted and Surtees took over and beat Redman, who had taken over Siffert's car, out of the pits. After five laps Redman passed him. Rodriguez was second by lap thirty seven, and pitted soon after, handing over to Kinnunen.

Redman and Kinnunen went to the lead when Surtees pitted, but it didn't last. Kinnunen stopped with a seized gearbox on lap forty four. With thirteen laps to go Redman handed over to Siffert who took the chequered flag at an average speed of 149.42mph Ickx was second 3min 35sec behind. Elford & Ahrens was 3rd. Rodriguez took the lap record with 3min 16.5sec 160.53mph(258.35km/h).

The Nurburgring 1000 km was the next round and once again Porsche prepared four of the 908/3s to be supplied to and run by the Gulf and Salzburg teams.



Porsche 908/3s

Unfortunately at the end of Saturday's practice, Hans Laine went out to scrub in a set of tyres in the A.A.W. 908, which had lost a spoiler it launched itself over one of the bumps at the bridge on the main straight and rolled and then burst into flames killing Laine.

The results of the race were: Elford & Ahrens first, Herrmann & Attwood second, Surtees & Vaccarella third. Fastest lap went to Rodriguez 7min 50.4sec 108.62mph (174.81km/h)

On June 2nd Bruce McLaren was killed in a testing accident at Goodwood.

HEBER INTERNATIONAL RACEWAY



Heber International Raceway 26.12.03

2003 was the year of change from Scalextric Classic track to Ninco. The present Ninco layout took shape over many months of design and acquisition. I was lucky to purchase second hand approximately 60 pieces of near new Ninco track with borders, which established the first of a series of track designs. Previously I had used Scalextric Classic track since the 1960's. I was gently persuaded to change over to Ninco by the guys in my club for the following reasons:

- 1) Ninco track is 20% bigger than Scalextric track.
- 2) Ninco track is flatter with far less irregularities offering a faster smoother surface.
- 3) No conduction irregularities with Ninco. Track power booster cables are not required.
- 4) The slot is deeper and lined with a plastic wall for reduced friction with the guide.
- 5) Better grip on the Ninco track as opposed to Scalextric.
- 6) The Ninco Pole Position lap counter counts up to 999 laps with 1/1000th of a second accuracy.

A track photo I saw in Clublines inspired my final layout. On completion of the track in December 2003 and with some experience with club races on it I can only say that the Ninco track is totally sensational. This layout is 30 metres long with a lap record presently at 5.422 seconds. In real speed this translates to an average speed of 19 km per hour. That's fast! It was achieved with a Scalextric Sport Williams F1 running a 23,500rpm Ozrace motor. This track is much faster than the old Scalextric

Classic track. 50% faster in fact when comparing top level competition lap times. Hard to believe but true! The previous Scalextric layout which was over 30% shorter boasted a lap record of 4.8 seconds.

The track never fails to impress people upon their first visit to my back shed. Very quickly they want to race. Christmas saw the in-laws at my home for an afternoon so out came the SCX four-wheel drives and the Ninco NC1 cars for an invitational afternoons racing. Highest achiever award went to my daughter's great grandmother Joan Johnson. Joan at the age of 84 grasped control of her Peugeot 206 SCX car and demonstrated skills that of a race hardened slot head. She has never raced a slot car previously. Great eye hand co-ordination and a history of pennants golf and lawn bowls were Joan's credentials giving her a head start in fine slot car control. As great grandmother Joan said to me acknowledging her race wins, "sport is a great leveller". And so it is!

The track is in a table 4.8 metres long by 1.820 metres long. I feel it is sufficient at present however I can see in the distant future, like in 2-3 years, a change is ahead. Ideally with the limited area I have available I would like to build a bent figure of 8 banked 3-lane board track with magnabraid. That one with my experience will sort out the men from the boys!

In summary, get a Ninco track, it works for me, but my nirvana track is the board / magnabraid track which hopefully will be insitu 2005. If your in Perth WA call me on 0412 087 758 and I'll be happy to take you around for a few laps. We race anything from Scalletti Arrows to the latest Scalextric Sport offerings.

Gordon Heber 16.4.04

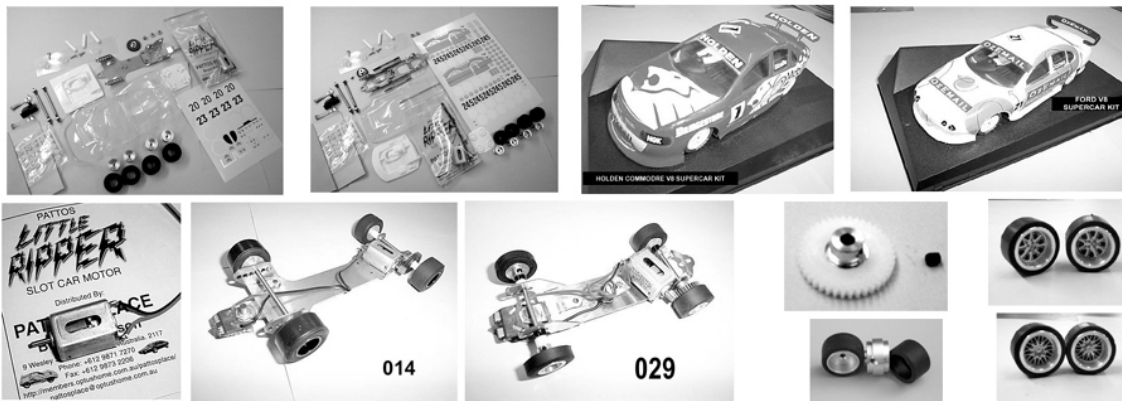


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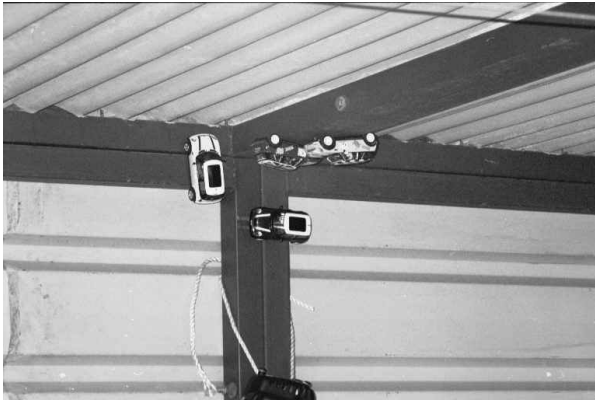
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Eastern Creek Mini Madness



A swarm of Mini's at rest.

There happened, at a recent social meet in Sydney's west, a very strange occurrence. We had decided to try out the new Scalextric Mini's and we were all looking forward to experiencing what we had been told was a very exciting car to drive. What we didn't expect (and hadn't been told) was the kind of odd behaviour a group of these cars together would create!

With just a single car on the track there were no immediate problems.... the car was quite content to just cruise around and get a feel for the track. Once a pairing was established when another car was placed on the track, however, the mood in the shed began to change! Gone was the contented feel of a Sunday afternoon drive in the country! It was replaced by a "late for work – stuck in traffic" kind of anxiety which is easily handled but can blow out unexpectedly. After a few minutes the mood lightened as the two Mini's had finished their meeting ritual and got down to the business of sorting out just who was quickest and the best, and therefore who was going to be the "top car" of the afternoon!

After a few quick trials of strength the pecking order had been sorted out and each car knew it's place in the scheme of things, and the mood once again lightened towards that "Sunday drive in the country" feeling.

It was at this point that we took a trip into the Twilight Zone.

One of my guests had noted that, as my track was a four laner, and that we did possess four Mini's, we should have four on the track! As this seemed an immanently logically suggestion we promptly proceeded to do just that!

The first pair of Mini's, who had already sorted out their social structure, suddenly found themselves having to go through it all over again with a new pair of upstarts who just didn't understand social convention! With the battle joined, and, with everyone wanting to be the top gun, the racing was fast and furious. This came to a halt about half an hour later for, although the Mini's had been thumping around the track like an angry swarm of bees, no clear leader or "Alpha Mini" had been selected. The mood in the shed was now akin to that of a kids birthday party when all the lollies are eaten and all the soft drink is drunk (and they're all running around at the speed of light!). Stupidity stepped in at this point and told common sense to go for a short walk! The Mini's, which had been resting comfortably in the pits, suddenly found themselves swarming to the rafters of the shed which was to turn out to be a very disconcerting display (well...for some of us anyway) of absolute faith in the quality of a Scalextric magnets!



After about half an hour of this sort of irrational behaviour common sense returned from it's walk and decided it was time to take charge of the proceedings and promptly had stupidity evicted! If these cars can produce this kind of reaction in a group of supposedly mature adults, what will it do for the kids?

I shudder to think!!!

New South Wales Racing Track Review

TARGO ROAD

As another lift to ceiling track Targo Road has a purpose built lightweight baseboard constructed of 10mm medium density fibre board supported by a 100 x 19mm timber frame braced with steel builders brace and brooker rod. Being Thirteen feet by six feet plus one inch all round it rests on six garden-variety table legs mounted with casters for easy manoeuvring. The legs are bolted to the baseboard with 3/8" galvanised bolts (2 per leg), which allows the legs to be removed when the track is hoisted to the ceiling during the off-season.

To stop the cars having unpleasant experiences with large slabs of concrete and/or brick walls the sidewalls of the track are made of 10mm MDF that rise 75mm above the track and are fronted by an updated User Friendly Cushion. This is backed with plastic corex-which also has a layer of wadding in front of it. The whole lot is then covered by a bottle green dress weave material and is just about perfect for dissipating the force of a heavy impact from an out of control Slot Car.



Here we see the "inward" Targo Chase. Note the updated user-friendly cushion on the baseboard wall which surrounds the entire track.

The infield mounds and borders are once again corex based with ribbing placed to form the contours of the hills and filled with recycled

checkout bags and covered with a camouflage pattern stretch polyester material that gives the racer the impression he is participating in the Paris to Dakar rally. These inserts are incredibly light and rigid and are easily removed for maintenance purposes on either the track or baseboard. The power is supplied by two 12 volt P2PDC Grey Scalextric Transformers (which just can't be beaten!) and are hard wired to two Parma 45ohm hand throttles and reverse polarity switches which allow Forward/Reverse direction for added variation to the racing scenarios.

A lighting system is planned but has as yet not reached the design stage, i.e.; six beers by 4.9% plus deep thinking and half an hour = Good Idea ($6B \times 4.9\% + \frac{1}{2} \text{ Hr} = !!!$)

The track itself is made up of about 90% second hand classic track (courtesy of Peter Briggs) with the new pieces being mainly six or so outer curves and a few straights thrown in. It is a 2 laner with a "Bugged if I know" lane length which is not important as it does have a flat level crossing that evens out wonderfully any problems caused by the six beers theory of track building. Other points of interest to the racer are two Standard Track versions of a Goodwood chicane called Targo Chases and a large 'U' shape chicane on the inside of the circuit that consists of a 'Y' chicane, a chicane straight, 2 chicane corners, another chicane straight, another 2 chicane corners, another chicane straight and finally another 'Y' chicane to exit.



Here is the large "U" chicane, which is the dominant feature in the middle of the track.



The second of the “Targo chases”, this one being the “outward” chase, a suprisingly fast section of the track.



The “Double Inner”. It’s heavy braking in both directions for this corner!

Doing a lap: Accelerating away from the grid on the main straight (which is six and a half straights long) our racer approaches the first corner (a double standard right hander) which leads to the first of the Targo Chases (which goes away) then through another double right hander leading into the second Targo Chase (which comes in) before leaning into a triple standard curve leading onto a short straight across the flat level crossing onto another short straight and a standard right hander before entering the big ‘U’ chicane in the centre of the circuit. Exiting the chicane the car races along a straight-right curve-straight combination and rockets back across the flat level crossing

(hopefully not cleaning up a competitor) and our driver enters a variable radius left hander consisting of standard-outer-outer-standard curves then another short straight at the end of which there is a some heavy braking for a double inner, then a quick blip of the throttle back along the slightly longer reverse straight to the final corner (a double standard right hander) and back onto the main straight to start another lap.



The dreaded Flat Level Crossing! This ones even more deadlier than the crossing at it’s sister track at Princes Park!

Overview: Although one of the shorter circuits to race on with lap times of around six seconds for the newer cars the lap itself is actually quite smooth which allows the racer to get into a good rhythm that makes for exciting racing when the competitors are evenly matched, but as ever the chicanes and crossover make life interesting when trying to lap a slower car. Also, with the constant change of direction involved with the Chases and the kinks open wheelers do tend to struggle with continuous tyre clashing but any of the Tin Top Classes (especially Nascars and Aussie V8’s) are right at home with the bash/barge nature of the track.

Steve Terry.

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



A Historical Moment

The Story was...

Piquet was leading the German Grand Prix of 1982, and while speeding around the Hockenheim circuit, came upon Salazar. Both were approaching the newly positioned Ostcurve tyre chicane.



Either because he didn't realise he was being lapped, or because he didn't realise there was a car there at all, Eliseo failed to slow down as Nelson tried to overtake him.

He speared into the side of Piquet's car and both smashed into the tyres. This forced Piquet's car off the track, and left Salazar's lying in the middle of the track (see below).



But this was where the real fireworks began. Unlike some drivers, who are able to take retirement with a certain air of "c'est la vie", Nelson decided that Salazar needed to be taught a lesson about the etiquette of racing. Piquet failed in his altruistic endeavours, however, and the scene merely descended into a prime time punch up on the side of the track as Nelson let his fists do the talking!!

CLASSIFIEDS

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 MM/A240 Track Light
 MM/A241 Track Light C/W suction cup
 VIP Austin Healey Sprite

A standard Mini?



Some people just have too much time on their hands!!

