

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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Ph: (02) 9864 – 8616

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)
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Top 1.5cm
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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
Graeme Scriven
Alan Quinlan
Eric Terry
Steve Terry

Race Reports on: -

Club Lines Grand Prix

General Articles: -

Jean-Pierre Wimille
Audi TT & the Porsche Boxster

Princes Park – Doing A Lap.



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C7007
Outside to inside
C7009
Inside to outside

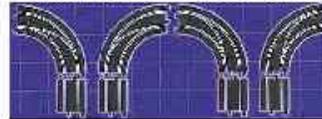
SSD Lane Change + Sensor Track - Right hand turn

\$58
each



C7008
Outside to inside
C7010
Inside to outside

C7007 C7008 C7009 C7010



\$29
each
C7005
Retro-fit chip F1
C7006
Retro-fit chip Saloon



C7013 Blue Audi TT
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C7012 Silver Audi TT
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C7002 Hand Controller
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1 x SSD Lane Change & Sensor Track, 1 x Racing Curve & 1 SSD Transformer

\$290



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for the latest released slot cars

Issue 131

OPEN 7 DAYS

DECEMBER 2004

NSW Racing

Meanwhile, back at the Mount...

Once again it was time to book the car in to get the brakes checked, as it is truly essential to have a good set when travelling to the Mountain, for the streets of the suburb are incredibly steep and if the brakes fail on the final hill S.E.S workers would have to don the hiking boots and call in the tracker Dogs n' Helicopter to guide you back to civilisation...As the Magna has a clean bill of health in that department Team Terry arrived just after five to the beaming smiles of Kathy Watt and fast growing Tim the Mutant-So called because he grew two inches during the course of the night, and shows no sign of slowing down...

This time round the format was going to be the traditional Mt Colah one, 30-second heats-Race to the finish, Two Heats per Event (Inside-Outside-Off), Black Flags for barging in the crossing, Three De-Slots Equal DNF, and of course, Victory and Death racing is a must. By a quirk of ...well...something only Rod could explain, the pre race practice sessions for the first Event were of one-minute duration per lane, So we had two minutes of free practice and one minute of racing, which caused some confusion among the younger racers while the older ones said, "You get that..." and got on with it.

With the ceremonial 'Blessing of the M&M's' (Eating the brown ones make you go faster!) Out of the way it was time to start racing. The first Class to run was Ninco Class Two Touring/Rally, being contested with a mob of Opel Calibra's versing a minority of Clios, Mercedes and a lone Celica, driven by Steven Drury. The racer to get the first 'double' of the night was Eric the Pumpkin, a noted Mountain basher who repeatedly exclaims, "I don't like this Track!" But comes every time a meet's on and has the audacity to race well, this time throwing an Opel Calibra around the mountain like a rally car and causing my DTM Mercedes to crash out in the first Heat, and absolutely spanking Rod Clarke's little white Renault Clio, having lapped the Traveller at the twenty Second mark of the race in the second Heat.

Tim the Mutant (Widely tipped to be the only member in the club Big Pete Drury will have to look up too) also got off to a good start by

continuing Rods misery on the track, whose Clio was again lapped by a Calibra, but saw stiffer resistance when Andrew Moir's Opel hit the track, only gaining the upper hand when Andrew was forced to back off after being awarded a second De-Slot, late in the race.

One racer to do well flying the Merc flag was Liz Waite, her silver DTM dishing it up to brother Andrew's Cliff liveried Calibra, giving him not one shred of hope in this Heat, and repeating the dosage against Steven Drury's Toyota Celica, for an impressive pair of wins in this Event.



The Touring/Rally theme continued into the next Event, this time Scalextric Class three, and seven Subaru's go head to head against six meganes, Pete Drury getting the French manufacturer off to a good start with victories over the Subaru Impreza's driven by Andrew Moir and Rod Clarke. Kathy Watt put in for the Subaru camp, beating easily my #20 Renault in the first Heat, winning by nearly half a lap, while in the second he hammered T.D.R's Chezel for max points. With things running smoothly and everybody behaving themselves Rod was prompted at this point to Quote: **"I want Black Flags for not giving Black Flags!!"** Which was aimed at the Marshals for making the Mountain behave itself up to this point. Rod must be psychic as no sooner had he said this, the mountain livened things up with a series of spectacular De-Slots and crashes, not to mention a sudden loss of power on either lane every time a Terry went near the track...

After a short break and counselling from Rod the Mountain seemed to settle down and racing

continued, as Liz continued her great start with another pair of wins, her Subaru dishing out a driving lesson to brother Andrews BMW 318i in the first Heat, and Rod Clarke's Impreza in the second. Tim's Silver Subaru was also a standout As I was once more dealt a thrashing, the Renault not being happy with the mountain and offering no resistance. Tim's good form continued with Chris Uttley being his next victim, Chris fairing no better than I did against the Mutants silver bullet and was beaten handsomely in his Heat. Steve Drury was the last driver to get the double, driving a Chezél to victories over Andrew and Chris respectively. Even though the Meganés were out numbered they managed an equal number of wins, seven a piece with the Impreza's.



The aptly named brick made a welcome comeback to the racing scene in the next Event, SCX 4WD, and perfectly suited to the Mountainous conditions, the big, wide, low slung chassis being virtually impossible to pass on the twisty layout, I reversed my fortunes of the previous Event to pummel Rod Clarke's 959 Porsche firstly, and then The Dummy Racer's A9 in the second. The next couple of Heats was a brick fest, (I thought he said brick!) with the Mutant ultimately finishing on top of the pile, his silver brick to strong against dad Rods and Steven Drury's versions, and taking max points.

"Things are different on the Mountain!" Has been quoted often over the years and it was at this point we came to the Different Thing of this nights proceedings, when Chris Uttley took to the track with the Exxon sponsored EB110 Bugatti (a car as popular to drive as a Mini Clubman), and gave us a treat as he stuck it to

firstly, Rod Clarke's Porsche 959, then Andrew Waites brick with a superior display of driving, up thru the tight switchbacks to the crest, charging down the middle straight to the right handed chicane curve, and treating the tunnel turn with contempt to take a pair of easy victories. Kathy Watt was another brick driver to grab a pair of wins but there was another surprise in store when Andrew Moir took to the track with a red Porsche 959, and overpowered easily the A9's of Lexie Terry and Liz Waite, driving to the cheers of an appreciative audience.

The next Event was one that hasn't seen much use in recent years, Super cars, now called Le Mans Class Three. It was great to see Ferrari's and Lamborghini's do battle once more, but there was not a Jaguar to be seen, instead a lone re-released Aston Martin driven by Big Pete made an appearance, and, try as he might was no match for Tim's Green Diablo and Andrew Waites F40 in their respective Heats. There were not many mixed results in this Event, and at the risk of sounding like Murray Walker you either won or lost both your respective Heats, with only three drivers managing a first and second or third and DNF etc... All up the Lambo's had thrashed the Ferrari's, with Lexie, Eric, Andrew Moir, Liz and T.D.R getting doubles for Lamborghini while Andrew (Yoda) Waite was the only F40 driver to do well.

The Great V8 Head-to-Head finished the evenings racing, this time the Commodores out numbering the Falcons eight to Six. Kathy got the Ford camp off to a good start driving what is becoming affectionately known as 'Dick', The Johnson Shell Falcon, and Slapping fellow Ford driver Peter Drury in the first Heat, and showing Chris Uttley's new 'Steven Richards' VY Castrol Commodore no mercy in the second Heat, to take an easy victory and max points. My Russel Ingal Castrol Commodore responded with wins over Liz Waite and Steven Drury while the Mutated Home Track Advantage Monsters Holden "SMASHED!" Steven's Shell Ford first up and then repeated the dose to Yoda's Richards Commodore in a thoroughly dominant display of driving that all but assured him top position on the podium.

Andrew Moir continued the Holden charge with a competent display of driving; throwing

the Russel Ingal Castrol Commodore around the Mountain like a Mini cooper that overcame T.D.R's Helix Falcon, winning by half a lap, then doing the same to Steve Terry's Castrol car to take the points. Rod Clarke's turn at glory came, and with steady hands on the throttle proved he could handle the pressure of the Mountain, showing a clean pair of treads to outclass the opposition of Andrew Waites VY Commodore. The Traveller appeared to be at ease, being a supporter of the V8's and at home with the Mountains terms and conditions, he also out raced The Pumpkins Castrol Holden to take What turned out to be an easy win in the end.



With numbers on their side the Holdens proved their worth winning another round in a fierce competition that permeates all levels of motor racing regardless of scale, which makes the new models produced by Hornby Hobbies all the more sought after. The final score was Holden-Eight, Ford-Six, so for all you Ford Fans, Better luck next time. This signalled the end of the nights racing, and the final standings were recorded thus:

Tim Holman	1st on 45pts
Andrew Moir	2nd on 43pts
Liz Waite	3rd on 42pts
Steve Terry	= 4th on 39pts
Rod Holman	= 4th on 39pts
Eric Terry	= 4th on 39pts
Lexie Terry	=7th on 37pts
Sid Terry	=7th on 37pts
Peter Drury	=7th on 37pts
Rod Clarke	10th on 34pts
T.D.R	=11th on 32pts
Steven Drury	=11th on 32pts
Chris Uttley	13th on 31pts
Andrew Waite	14th on 30pts

Congratulations to Tim for not only the win but also to he and dad Rod for their hospitality and enthusiasm in hosting a club meet for the ASRCC.

Sid Terry.



The Footstinks car at play

I Got Caught Cheating at the National Championships! (OOPS!)

By
Gordon Heber 1.12.4

The inaugural Australian Scalextric Championship was fantastic. I strongly recommend anyone interested in the hobby either participate or spectate in next year's event. I intend to be there in 2005 defending my 7th place finish in the 2004 event.



This is an unusual story about the 2004 championship. The championship atmosphere was electric. The events were timed to perfection, a credit to the organisers, as each race started perfectly on time. During my semi-final something out of the ordinary happened.

As the power was cut off signalling the repositioning of the cars onto the next race lane my car came to a halt on the dead section of track which signals the lap counter. As my car was directly in front of me I took it on as my job to place my car onto the next lane for racing. Through my mind I analysed the problem that occurred. If I were to move my car onto the next race lane in the dead section of track I would have no power to move off the spot. The car had to be moved off the dead spot to continue the race. I decided I would have an unfair advantage if I moved the car forward to get power so I moved my car back a couple of inches away from the dead spot. It was at this moment a helpful marshal came to my assistance and said I need to move the car further back to get up enough speed to cross over the dead spot. So the marshal moved my car back another 4 inches away from the dead section of track. Having no

experience of Jim Berry's timing system I thought we had done the right thing. When the power came on for the next race I crossed the dead section and the car died. Immediately Jim Berry came around from the computer smiling and exclaimed "who's cheating who's cheating" and looked at me. Unknown to me because of the explained circumstance I had set up a "short lap" on the computer and set the alarm bells ringing. At this point I wish to declare to all members of the club that there was no intention whatsoever on my part to deceive the lap counting system. And I assume the same for the track marshal that replaced my car who witnessed the complete adventure. All was rectified and the race continued. This event was just another distraction in series of others sent to test my mental strength during the exercise of racing a car in a national championship. As we say over here in the west, just another episode in the heartbreak of motor racing.

I wish to thank all those involved in the organisation and execution of the championship. It was a sheer pleasure to put names to faces and the friendship these members showed was fantastic. Another thanks go to the friendly staff at the Longueville Hotel who kept the thirsty members happy during the day. They certainly do a good pint of Guinness.

Gordon Heber.



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Watkins Glen

By Chris Uttley

Law student Cameron Argetsinger dreamed of bringing European style competition to the village where he spent his summer vacations and he drew up a challenging 6.6 mile course that encompassed asphalt, cement and dirt roads in and around the village of Watkins Glen. With the Chamber of Commerce and the SCCA sanction, the dream became reality on October 2, 1948, "The Day They Stopped the Trains", in the first post-World War II road race in the U.S. For five years, the top names in American sports car racing visited the small village and huge crowds came out to watch them race. After a car left the road in the 1952 race, killing a small child and injuring 12 other spectators, the race was moved to a new location; a 4.6 mile course located on a wooded hill top south west of the town. Watkins Glen finally moved to its current permanent 2.35 mile circuit in 1956, located on 550 acres at the southern tip of Seneca Lake.

Watkins Glen has long been known as the home of F1 in the United States and the Formula 1 stars all visited The Glen in 1961 for the first Watkins Glen U.S. Grand Prix, the final round for the Formula 1 World Championship that year. Innes Ireland won the inaugural running, with Dan Gurney second. The only disappointment of the weekend was that Phil Hill, the newly crowned American World Champion appeared only as the Grand Marshall and not on the track in his Shark-nose Ferrari. The race would be a fall tradition at the circuit through to 1980, with great drivers such as Clark, Hill, Stewart, Brabham, Moss, Lauda, Fittipaldi and Hunt among the winners of later Grand Prix.

In 1962, Team Lotus won again - with Jim Clark driving - but from 1963 to 1965, no-one could touch Graham Hill's BRM. This was followed by two more Clark wins for Team Lotus and then in 1968 Jackie Stewart won in a Matra. The circuit obviously suited the British drivers - with seven wins in seven years.

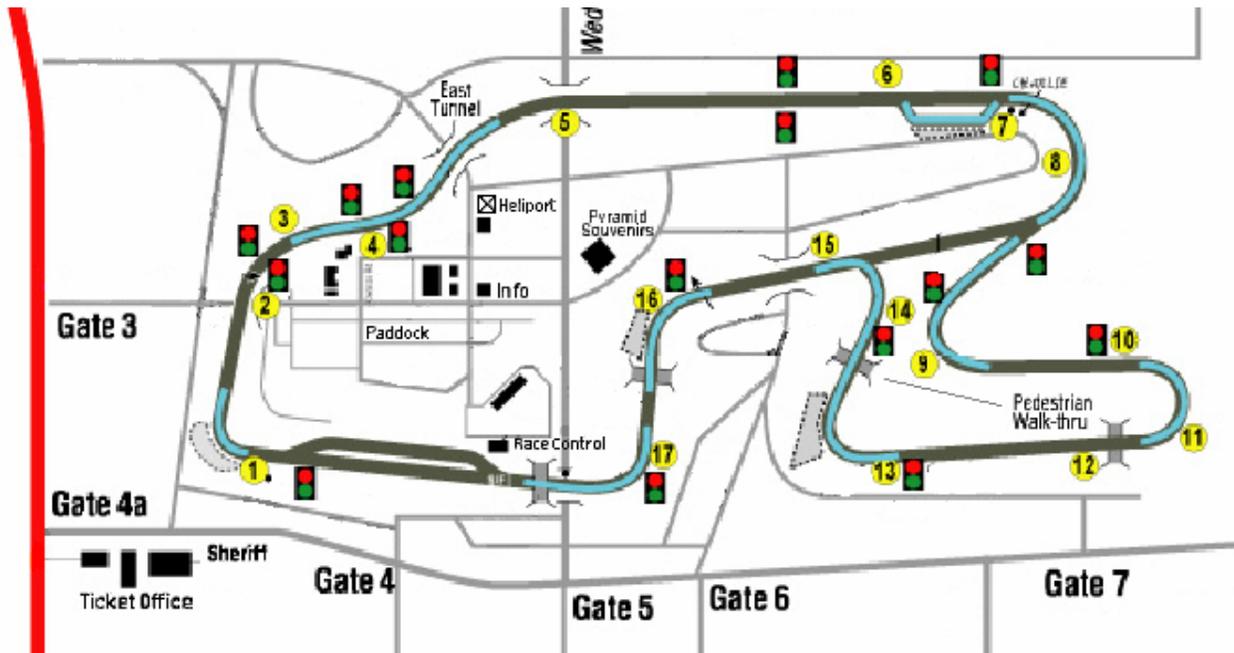


In 1969, following a season with Brabham-Repco that was blighted by technical problems, Jochen Rindt moved to Colin Chapman's Lotus team, effectively assuming the mantle of the late Jim Clark. Rindt stormed to his first GP win in the race at the Glen. This was the first win of his tragically short career as he was killed in the practice for Monza. Graham Hill was running in sixth place in the mid-race. He had a spin and had to push-start his car. As a result he was not able to do up his seat belts and on lap 91 he spun again. This time the car overturned and Hill was thrown out, breaking both his legs.



Piers Courage in the Brabham BT26 Cosworth

The circuit itself was expanded in 1971, as the seventies brought a wider variety of competition to The Glen, including the Can-Am, Trans-Am, Six Hours, Formula 5000 and CART Indy Car Series. The circuit was lengthened to 3.377 miles with the addition of four new corners in a new section called the 'Boot'. In addition, the track was widened to an average of 38ft and resurfaced.



Map of the Watkins Glen Circuit in its final configuration

The GP of 1971 saw Frenchman Francois Cevert, Tyrrell's rising star and the young protege of Jackie Stewart, aboard the Tyrrell 002 Cosworth take his first career victory. Stewart led early, only to be forced to let Cevert by when his tyres went off. Stewart was then able to defend second, delaying the chasers from reaching Cevert. Two years later, Cevert would lose his life at the Glen, causing his mentor to retire.



Cevert in the Tyrrell 002 Cosworth

The death of Ronnie Peterson after an accident in the Italian Grand Prix in 1978, had caused much controversy. Riccardo Patrese was blamed by the members of the Grand Prix Drivers Association and they asked the organisers at Watkins Glen to refuse his entry. Patrese then tried to get an injunction to stop the race happening. Patrese's injunction was refused and he was able to race but for years there was bitterness between those involved.



After his second place at The Glen in 1978, Alan Jones' qualified in pole position for the '79 race in his Williams-Cosworth FW07. He was running in second place behind Villeneuve's Ferrari on a wet track, only to lose a wheel on lap 31 after they both pitted for slicks due to the drying track. Jones took victory in the 1980 United States Grand Prix at Watkins Glen, but this marked the close of an era. Financial difficulties led to the Watkins Glen date being dropped from the Formula 1 schedule and as a result, the bankrupt track closed following a CART race in 1981. Over the next two years the track fell into disrepair, hosting only a few non-spectator SCCA weekends.

Corning Enterprises, a subsidiary of Corning Glass Works, purchased the track in early 1983 and formed a partnership with International Speedway Corporation forming Watkins Glen International.

On August 9, 1986, over 88,000 fans witnessed Tim Richmond's triumph as the NASCAR Winston Cup Series returned to The Glen for the first time in the modern era. Since then, the NASCAR Winston Cup race at Watkins Glen has grown to become New York State's largest weekend sporting event and has seen some of NASCAR's biggest names take the chequered flag.

In 1997, International Speedway Corporation, whose holdings include Daytona

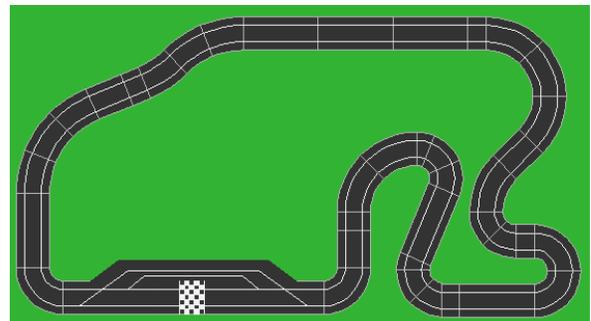
International Speedway, became sole owner of the historic road course.

The Glen has also hosted road racing of nearly every class for 50 years, including Formula One, Formula 5000, Sports Cars (SCCA), Nascar, Can-Am, Trans-Am, International Race of Champions (IROC) and Indy cars. The Victory Circle at Watkins Glen saw many of the top names in international motor sports, including Mario Andretti, Bobby Unser and Mark Donahue.



So what is a lap around New York's Thunder Road really like? Follow the pace car down the front stretch into the Ninety, twist, climb and claw your way up through the Esses and onto the backstretch, braking as you hit the Inner Loop and navigate the Carousel turn, then drop off the face of the earth into the depths of the turn-heavy Boot, climb your way out into Turn Ten, regain your senses and make a run for the finish line.

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



The following track is required:

C168	Start straight	1
PT90L	Pit lane (L)	1
C156	Double inner curve (R)	1
C160	Straight	1
C153	Outer curve (R)	3
C159	Half straight	1
C158	Quarter straight	1
C153	Outer curve (L)	1
C153	Outer curve (R)	2
C159	Half straight	1
C160	Straight	3
C158	Quarter straight	1
C151	Standard curve (R)	3
C159	Half straight	1
C151	Standard curve (L)	1
C152	Inner curve (L)	2
C158	Quarter straight	1
C152	Double inner curve (R)	2
C160	Straight	1
C158	Quarter straight	1
C152	Inner curve (R)	2
PT55	Half inner curve (R)	1
C160	Straight	1
PT55	Half inner curve (L)	1
C152	Inner curve (L)	2
C151	Standard curve (L)	2
C158	Quarter straight	1
C159	Half straight	1
C156	Double inner curve (R)	1



This months sneak peak is at Rob Thurlows fantastic four laned "Robs Raceway"



ASRCC

MEMBERS MOMENTS

NAME: *ANDREW THOMPSON*

MEMBER NUMBER: *406*

OCCUPATION:
MECHANIC/TECHNICIAN

AGE: *18*

COLLECTING SINCE: *1996*

JOINED CLUB: *1999*

FAVOURITE 10 CARS OWNED:

- 1. *VH COMMODORE (SCALEXTRIC)***
- 2. *HOME MADE BAR F1***
- 3. *JAGUAR F1***
- 4. *HOME MADE FERRARI F1***
- 5. *FLY DANOZ***
- 6. *NINCO MERCEDES CLK SAFETY CAR***
- 7. *HOME MADE A9X TORANA***
- 8. *HOME MADE RECOVERY VEHICLE***

9. *SCX DOME SUDD*

10. *PROSLOT TOYOTA GT1*

MOST DESIRED CARS NOT OWNED:
ORECA VIPER No 51

LEAST FAVOURED CARS:
RALLY CARS

HOW DID YOU FIND OUT ABOUT THE CLUB?

JIM BERRY

WHAT STARTED YOU OFF IN SLOT CARS?
FAMILY TRADITION

FAVOURITE TRACK:
AC/DC RACEWAY

WHY:
BECAUSE I BUILT IT AND IT'S NAMED AFTER THE BEST BAND IN THE WORLD!

MOST MEMORABLE RACING MOMENT:
SEEING THE F1 JAGUAR FINISH AHEAD OF A FERRARI!

BEST "FIND":
SCALEXTRIC BATHURST SET AT A GARAGE SALE - \$25 – WHAT A BARGAIN!

OTHER HOBBIES:
*MOTORSPORT
GO KARTS*

COMMENTS:

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

**LETS GET MORE PEOPLE SENDING IN
PICTURES OF THEIR TRACKS + CARS SO
AS PEOPLE CAN SEE THE CREATIVITY AND
SKILL OF OTHERS.**

Noviembre / November



ALFA ROMEO GTV

Ref. 1000 / 10000



VENTURE

Ref. 10000000



PORSCHE 911 RS

Ref. 1000 / 10000

Ref. 100000000

BUDGETER



Ref. 1000 / 10000

PORSCHE 911 T



FLY RACING LMP

Ref. 1000 / 10000

Diciembre / December

Ref. 1000 / 10000



ALFA ROMEO GTV 2000



PORSCHE 911 T

Ref. 1000 / 10000



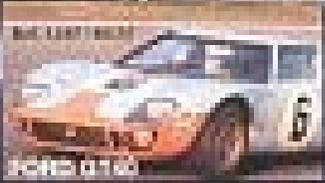
VIPER GTS-R

Ref. 1000 / 10000



BMW 3.0 CSL

Ref. 1000 / 10000



FORD GT40

Ref. 1000 / 10000

ALFA ROMEO 147 GTA

TV



FLY RACING LMP

FLY RACING

Ref. 1000 / 10000



Ref. 1000 / 10000



NSW RACING
PRESENTS
BEAT THE CLOCK
AT
FEDERATION PARK

Host: - Peter Drury
Race Date: - 15th January 2005
Venue: - Federation Park
Time: - Track opens at 5pm (sausage sizzle)

This is an evening to determine fastest times to a set number of classes, particularly to determine the benefit of Scalextric 'Sport' models over those considered 'Non Sport'.

If you have an opinion this is your chance to voice it and perhaps prove or disprove theory's relating to the current produced Scalextric cars.

- Event 1 GT 40's (Sport v Non Sport)
- Event 2 Minis, the latest (Sport v Non Sport)
- Event 3 V8's is there any difference
- Event 4 Nascars what is the difference between sidewinder and inline motor configuration, does magnet position make any difference to even out performance?
- Event 5 Sidewinder rally cars, how do they go pit them against the earlier version
- Event 6 Cadillacs versus the Lister Storms MG Lolas new Maseratis
- Event 7 Bring along any car you think is discriminated against and prove its worth

Fastest two drivers in each class will shoot it out in a hot shot final.

Sausage sizzle from 6pm. Buy, Sale and Swap table available as well.

Donation requested.

RSVP 12-1-05

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
Presents
The Next Event
At

Princes Park Raceway

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

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.

	<u>Points</u>
1 st	5 points
2 nd	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

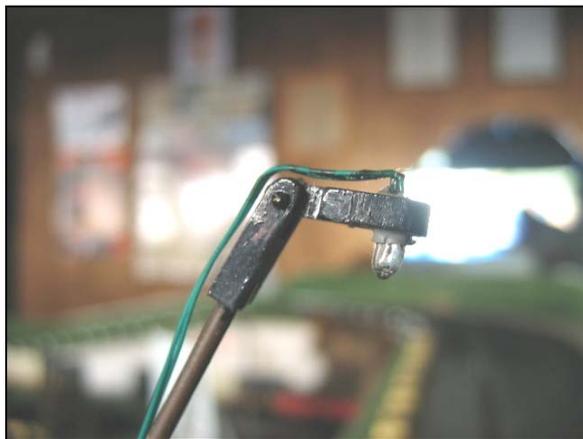
It is recommended that all participants be financial club members and/or acknowledged guests of the host.
All participants must remember that they are invited guests and should behave accordingly.

Princes Park: A History

Part III

DIORAMA

Chapter 7 ALL LIT UP!



Done many moons ago when I was a single guy and had more time on my hands than I knew what to sensibly do with I embarked on an ambitious project which saw me hand make all the track lights for the top and bottom straights of Princes Park. Along with this was what I thought at the time was a pretty neat idea for getting the power to the lights without having wires hanging everywhere.

The reason behind the making of the lights was that, at that time there were no real long life type globes around that would take the occasional knock that they were likely to get by overhanging a slot car track. Hence, the decision was made that the lights should be made in such a way as to make it easy to replace blown globes on what was expected to be a common occurrence. Looking back now it turns out that of the six lights on the top straight and the four lights mounted under the bridge for the bottom straight we would have been lucky if we have had to replace four of the globes, and this is over a ten year period.

So much for forward thinking, our concerns over the durability of the globes was unfounded! All this after numerous globes had done the bright...bright...bright...bump, oops...BRIIIGHTTT fizzzt saga that we have all seen our lights do from time to time!

What we did get out of the exercise, however, is a pretty snazzy looking set of street lamps that can take a pounding!

The posts themselves are made from brass tubing the same diameter as a standard Scalextric axle, to the base of which was fitted a standard axle bearing. The bearing was then inserted into a rubber grommet, which was a snug enough fit to prevent the post wobbling around when in the upright position. The grommet itself was glued to the baseboard of the track in the required spots. This allowed a street lamp that would stay upright with the minimum of fuss but would also allow it to be removed very easily for maintenance.

The top of the post (pictured across) was a hinged joint affair similar to a clevis joint and made out of polystyrene strips. The pivot itself is actually a standard sewing pin cut to the right length. The idea of the pivot was to allow the light to be adjusted to the most effective lighting of the track from the lights for night racing. The fixed portion of the joint was drilled to allow it to sit securely on top of the post. The movable piece was drilled to take the globe itself.



Here is one of the lights mounted under the bridge to light the bottom straight. Notice the black grommet glued to the white underside of the top deck.

With the lights made and fitted it was now time to think about how to wire them up, and in such a way so that they could be changed in a few minutes and not have to worry about destroying the scenery while you were doing it! This was achieved by securing two pieces of copper tubing to the edge of the bridge deck to act as conductors and running it along the entire length of the bridge. The tubing was then hooked to a transformer so that a 12-volt circuit was created.



Here we see the “conductors” coming up through the baseboard and the running along the edge of the bridge.

The conductors were secured to the bridge by a hand made clamp which had a hole drilled through the middle of it to accommodate a nail.



The clamp itself was once again made by the ever faithful polystyrene strip and was filed on the under side to fit the tubing. With the clamps being placed every six inches or so the tubing

was held very snugly against the bridge base. It was simply then a matter of baring the lights wires on the ends and just “stick them under the copper conductors”, one wire for each conductor.



Here we can see the wiring from the light “stuck under” the copper conductors – unfortunately the top tube is hidden in shadow.

This system made it extremely easy to change a lamp, as everything was basically a push fit, the only down side however, is that we only have to change a globe every two and a half years!

The rest of the lights scattered around the track were all found in the local model train stores (mainly Yennora Hobbies – who are now, sadly, out of business) that carry all sorts of diorama paraphernalia. They range from standard street light type lamps to large roof mounted railway yard type spotlights.



A standard street light type lamp

The lamps on the Scalextric Control Tower (pictured below) are roof mounted and use the down pipes from the guttering to actually hide the wiring, which then disappears under the track inserts on it's way to the transformers.



Although when racing under night time conditions the drivers are still reliant on cars that do have good headlights the overall picture is quite good, especially as the cars transit down both the top and bottom straights and speed in and out of pools of light which really does give the track that "street lighted area" effect.

Steve Terry

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Host: - Peter Drury

5th February 2005
Princes Park
Host: - Eric Terry

5th March 2005 T.B.C
Robertson Raceway
Host: - Rodney Clarke

2nd April 2005
Verandah-ring
Host: - Chris Uttley

7th May 2005
Pinegrove
Host: - Steve Terry

18th June 2005
Southside Speedway
Host: - Brad Cuneen

July 2005
Armchair Racer Enduro
Host: - Jim Berry
(RSVP through NSW Racing)

6th August 2005
Pymble Raceway
Host: - Mark Laverick

3rd September 2005
Blue Mountains Raceway
Host: - Noel Cather

8th October 2005
Robs Raceway
Host: - Rob Thurlow

5th November 2005
Club Lines Grand Prix
Venue: - Federation Park
Host: - Peter Drury
(RSVP through NSW Racing)

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