

# Club Lines



## Club Lines Producer

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

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

In the spirit of friendly competition and mutual co-operation

### Committee

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## Jags and Gems in Monaco

Bridget Hall with the newly-liveried Jaguar R5



*Diamonds are a girl's best friend: model Bridget Hall with the Jaguar*

Jaguar are sure to sparkle in Sunday's Monaco Grand Prix after embedding more than A\$1m worth of diamonds in their Formula One cars.

Each of the team's cars has a cut gem, measuring about 1cm across, positioned in the nose cone as part of a one-off sponsorship deal for the glamour highlight of the F1 season.

Jaguar will run a third car in Thursday's free practice and teams usually bring an extra car to the Principality because of the risk of accidents on the tight street circuit.

Team sources said the gems were insured for more than A\$1m.

There is also a 'bag of spares' in case any were lost in crashes.

"Fans won't just be looking for bits of rubber on the track this year if that happens," said one anonymous team member.

Jaguar also expect to outdo their rivals in the glamour stakes after tying up another deal with Hollywood producer Jerry Weintraub to promote his 'Ocean's 12' movie scheduled for release in December.

The team will carry branding for the film on the cars, mechanics' overalls and shirts.

## Club Lines Formatted Page

For those wishing to submit articles of any size and shape for inclusion in the newsletter via the web, here are a few guidelines.

### Page Set up

1. Set paper size to A4 (210mm x 297mm)
2. Set margin sizes to the following: -

<b>Top</b>	1.5cm
<b>Bottom</b>	2cm
<b>Left</b>	1.5cm
<b>Right</b>	1.5cm

<b>Header</b>	1.25cm
<b>Footer</b>	1.25cm

### Font

Always use **Plain Text** and **Times New Roman** at a font size of **12**

**No of Columns = 2**

Alternatively just e-mail the editor for a pre-formatted page at the club address: -

[clublines@scalextricaustralia.com](mailto:clublines@scalextricaustralia.com)

For typed or hand written articles please use the following postal address: -

**Correspondence: P.O. Box 5601,  
Alexander Hills, QLD 4161**  
Faxes: 07 3882 0938

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



# ARMCHAIR RACER

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Phone 02 9420 8111 Fax 02 9418 9922

e-mail [jim@armchairracer.com.au](mailto:jim@armchairracer.com.au) [www.armchairracer.com.au](http://www.armchairracer.com.au)



**\$45**  
C2573  
STREET  
CAMARO

C2574  
1970 FORD BOSS  
302 MUSTANG

**\$45**



C2553  
FORD GRAN TORINO

**\$45**



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

for the latest released slot cars

**Issue 125**

**OPEN 7 DAYS**

**JUNE 2004**

**AUSTRALIAN SCALEXTRIC RACING &  
COLLECTING CLUB  
ANNUAL GENERAL MEETING  
22 May 2004**

The meeting was held at a club member's residence at 4 Fryer Ave Wentworthville NSW Meeting opened at 4.15pm

**Members Present;**

John Corfield(JC), Andrew Moir (AM), Peter Drury (PD), Rod Thurlow(RT), Jessie Thurlow (JT) Steve Terry(ST), Sid Terry (Sid), Eric terry (ET), Lexie Terry(LT) Steven Drury(SD), Nicholas Drury (ND) Alan Quinlan (AQ) Ian Towle (IT), Chris Uttley (CU)

The meeting was held via three-way telephone with Dave Hannaway (DH) north of Brisbane and Bill Holmes(BH) east of Brisbane

**Apologies;** Steve Bushell, Mick Waite, and Stephen Colin-Thome who arrived after meeting had concluded.

Minutes of previous AGM held on 8/3/03 were read, IT advised that his name was missing from minutes and this was amended accordingly. The minutes were then accepted as a correct record by those present.

**Presidents Report**

DH thanked all present members for their attendance.

DH confirmed that he will not be standing for a further term as president.

DH thanked all those members who have made their payments early for the 2004 subscriptions. Dave also spoke of the assistance he had received over the past years from committee members for their assistance and mentioned the planning involved in setting prices and arranging for distribution of the club car as an example. He spoke of the work that Jim Berry of Armchair Racer had put into the successful distribution of the club car.

DH spoke of the support for the magazine and thanked Ralph for his ongoing work as a dedicated volunteer.

**Vice Presidents Report**

JC thanked all committee members for the work they had put in for the past year and made a

special thanks to Steve Terry who had joined the committee as a silent editor during the year. JC spoke of his pride with the standard of the magazine and considered that its quality was superior to many club publications.

JC also mentioned the many club members who opened their homes in running Club nights and how at times they were strangers in the crowd enjoying the racing.

2003 provided some challenges, which were good to have worked through with the committee Special Thanks was made to the Terry Family for their enthusiasm and Mick Waite for his compilation of racing class handbooks

JC also thanked everyone who had contributed to Club Lines and wished to express thanks to all sponsors of the Club

JC added that ST had come on board as a trial editor and had performed excellently in this role. Arrangements had been made through Ralph that the newsletter will now be printed and posted by the printer. Club Lines was an important document and will continue to be published in conjunction with the website.

**Treasurer's Report**

12 Club cars remain in possession of the Club, JC has these cars in safe storage.

JC advise that one car was sold during the year to a club member who had suffered a period of illness at the time the cars had become available. This was a bone-fide case and that the committee had considered the case and agreed to sell a car for \$150.

Sponsorship for 2004 had remained the same as for 2003.

A new insurance policy had been entered into as the old policy was no longer being offered. The new policy a 'Not for Profit Policy' was entered into with no gap from the old policy ensuring total coverage.

A rise of 10% had been included in the 2004/2005 budget.

JC tabled financial statement,

**Membership**

BH advised that we currently had 100 members, approx. six renewals were being received every few days and that it was expected that membership should grow to 150-160 within the next few months.



### **Public Officer**

AM advised that as an incorporated body the club must lodge its financial statement before 30 June 2004 to avoid paying a fine.

### **Editor**

ST advised that the late running April edition was received by Ralph on 13<sup>th</sup> May 2004 and did not know why it had not been posted. He also advised that May edition was ready and awaiting issue of April edition before being processed. Some trouble had been incurred trying to e-mail April edition so disc had been posted.

DH advise that the printer was currently upgrading equipment and that was the cause of the delay.

He added that the printer could provide GOOD, QUICK and CHEAP publications but you only had two choices of the above.

A comparable quote practically doubled the cost of publication even taking into account a cheaper postage rate for the most members living in NSW.

PD thanked DH for the work that he and his family had done over the past 4 years in arranging the postage of the magazine.

### **Election**

JC declared the all positions vacant and asked PD if he could read out the nominations for positions for 2004/2005

One nomination received for David Hannaway as President (Declined)

Two nominations received for John Corfield as President (Accepted)

One nomination received for John Corfield as Vice President (Declined)

One nominations received for Andrew Moir as Vice President (Accepted)

Two nominations received for Peter Drury as Secretary (Accepted)

Two nominations received for Andrew Moir as Public Officer (Accepted)

One nomination received for Bill Holmes as Membership Officer (Accepted)

Five Nominations received for Steve Terry as Editor (Accepted)

Three nominations received for Sid Terry as Treasurer, (Accepted)

One nomination received for Dave Hannaway as Sponsorship Advertising Officer (Accepted)

The members present declared the positions filled by those accepting the positions

### **General Business**

IT asked that front page of newsletter be altered to show all current committee members.

AM advise that prominent sponsor had asked that his ad be current for publication during the late running issues of Club Lines.

ET asked if a cut off date could be requested by the editor to ensure that publication was timely. ST advised that once he gets it back to running on time he would consider this.

IT asked if 'Letters to Editor Page' could be included in newsletter. ST advised that he would attempt to do so.

IT advise that there was much information on the website that could also be included in newsletter.

AM gave a comprehensive rundown of forthcoming auction/GP weekend on 14-15<sup>th</sup> August 2004. Auction to be again held at Loftus, GP to be held at Armchair Racer.

IT asked if committee could consider an alternate weekend whereby;

Day 1 would be Race day

Nighttime BBQ

Day 2 Swap Meet and Auction

JC asked that if anyone had some ideas they could pass these onto committee for consideration.

JC & DH thanked Peter & Karen for the use of their home for the AGM

Meeting closed 5.45pm



**AUSTRALIAN SCALEXTRIC RACING AND COLLECTING CLUB Inc.**

**Financial Statement for Year Ended 31 December,2003**

	<u>2001</u>	<u>2002</u>	<u>2003</u> <u>BUDGET</u>	<u>2003</u> <u>ACTUAL</u>
<b><u>Income</u></b>				
Subscriptions and Spon	8,669	6,650	5,950	6,391
Bank Interest	57	9	20	6
Sydney Auction Proceeds	499	902	750	748
Sundry	68	0	0	0
Club Car	12,628	2,011	200	150
	<u>21,920</u>	<u>9,572</u>	<u>6,920</u>	<u>7,294</u>

<b><u>Expenses</u></b>				
Postage	2,161	2,126	1,440	1,821
Printing	2,445	1,949	1,650	1,429
Envelopes	450	320	300	0
Covers	605	737	703	703
Telephone	766	1,479	720	604
AGM Costs	0	0	180	180
Sydney Auction	105	110	0	161
Auction Deposit 2004	0	0	0	77
GIO insurance	367	672	1,345	1,345
Web Site	200	350	400	0
Annual Return lodgement	0	61	65	61
Other	1,252	17,393		
	<u>8,350</u>	<u>25,196</u>	<u>6,803</u>	<u>6,381</u>

**SURPLUS**      117      913

<b><u>CUMULATIVE BALANCE :</u></b>	<u>2001</u>	<u>2002</u>	<u>ACTUAL</u>
Opening Balance	2,233	15,802	178
Plus Income	21,920	9,572	7,294
Less Expenses	8,350	25,196	-6,381
Balance Statement 31/12	<u>15,802</u>	<u>178</u>	<u>1,091</u>

**BANK RECONCILIATION**

<b>Balance per Bank Statement</b> <b>31/12/03</b>	1,449
plus Outstanding Deposits	150
less Outstanding Cheques	-971
Funds in QLD - Bill	189
<b>BALANCE</b>	<u>817</u>

**ASSETS :**

12 Club Cars held at 31/12/2003

JOHN CORFIELD  
TREASURER

## New cars from Scalextric

### Ford Taurus Ascar

**Team Territorial Army - Green**  
(C2585) Taurus Territorial Army - Green



This car raced in the United Kingdom based "ASCAR" series.



**Unity Racing - Red/White/Blue**  
(C2586)



Also raced in the "ASCAR" series this is the car of flags sporting the USA and UK flags.



## Endurance Racing

**Porsche 911 GT3R SEIKEL (C2580)**



**Porsche 911 GT3R FREISINGER (C2579)**



**Porsche 911 GT3R YANKEES (C2480)**





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## AUSTRALIAN SCALEXTRIC RACING & COLLECTING CLUB PRESENTS

First Official Australian SCALEXTRIC  
Grand Prix

Sunday 15<sup>th</sup> August 2004  
(ASRCC Weekend)

10am – 4pm at:

**ARMCHAIR RACER, Lane Cove  
NSW**

- Indy Racing League Dallara Cars
- Prizes 1<sup>st</sup> – 3<sup>rd</sup> places, including slot car set for Grand Prix winner
- 30 competitors maximum
- Brand new car pre-purchased at discounted club price (supplied on race day)
- 6 lane NINCO track
- Competitors will compete heats on each lane
- All competitors to be financial club members (Temporary membership will be available)
- Registration forms and payment required by 30<sup>th</sup> July

Pre-selected choice of cars



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 14<sup>th</sup> – Annual Club  
Auction**

Loftus Community Hall, Loftus  
4pm – 10pm  
Doors open 4pm for viewing,  
Auction commences at 6pm  
Entry costs:  
Members \$5  
Members Families \$10  
Non-Members \$10

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

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

Open to all financial members

Entries close – July 30<sup>th</sup>  
See advert and enclosed registration form  
for more details

**Plan your ASRCC weekend  
NOW.**

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



Lotus 21



BMW Mini



Z28

81 items giving a total of 95 cars

from

Armchair Racer

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

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

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



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

## READERS WRITE

## NSW Racing Calendar 2004

Having become more involved in organising the NSW Racing scene recently I have noticed with satisfaction the growing amount of young, or second generation Slotties becoming involved in the activities of the club. Not only is the racing scene being infused with a growing number of teenage and indeed pre teen drivers it is pleasing to note that racing Slot Cars is not the only aspect of the sport they are interested in and all you have to do to prove this is ask what their latest acquisition was or which car they are saving the pocket money to buy next and you will get convincing and coherent arguments as to why this particular Slot Car is the next one on their wish list. Of course talking Slot Cars is a common ground with these youngsters and more often than not the conversation will drift into the world of Formula One or the World Rally scene or even how their local Footy, Soccer or Cricket team is fairing in their respective competitions.

With such enthusiasm from the likes of Nicholas Drury, Andrew Waite, Jessie Thurlow, Stephanie Colin-Thome, Tim Holman and daughter Lexie (who once she gets started just won't shut up talking about Slot Cars) just to name a few, the Clubs future, and Slot Cars as a hobby in general in Australia does in fact look promising with more and more enthusiasts becoming aware of each other either through the Club and/or their local race groups, which hopefully contains at least one ASRCC member.

NSW Racing seems to be doing well in this area; I would be interested to learn how the other States are getting on...



### The Kids at play

Sid Terry.

**7<sup>th</sup> February 2004**

**Princes Park**

**Host: - Eric Terry**

**13<sup>th</sup> March 2004**

**Verandahring**

**Host: - Chris Uttley**

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

**3<sup>rd</sup> April 2004**

**Robs Raceway**

**Host: - Rob Thurlow**

**15<sup>th</sup> May 2004**

**Culver City**

**Host: - Steve Bushell**

**17<sup>th</sup> July 2004**

**Armchair Racer Enduro**

**Host: - Jim Berry**

**(RSVP through NSW Racing)**

**7<sup>th</sup> August 2004**

**Pymble Raceway**

**Host: - Mark Laverick**

**September**

**18<sup>th</sup> September 2004**

**Federation Park**

**Host: - Peter Drury**

**23<sup>rd</sup> October 2004**

**The Lightweight Mountain**

**Hosts: - Rod & Tim Holman**

**20<sup>th</sup> November 2004**

**Southside Speedway**

**Host: - Brad Cuneen**

NSW Racing contact phone numbers: - Steve Terry 9864 – 8616, Sid Terry 9769 – 1925. It is recommended that all participants be financial club members and/or acknowledged guests of the host. All participants must remember that they are invited guests and should behave accordingly.

JUNIO  
JUNE

**FLY** Car Model

2004

NOVEDAD NEW  
**Alfa Romeo 156 GTA**



Ref.: A 781 / 88109



Ref.: A 261 / 88116



Ref.: A 205 / 88109



Ref.: A 132 / 88115

**BMW 3.5 CSL**

Ref.: A 684 / 88110



Ref.: A 654 / 88111



**Armchair Racer Presents**  
The  
**Le Mans Day/Night Enduro**

**Event:** Scalextric Ford GT40 Le Mans Day/Night Enduro

**Date:** Saturday, 17<sup>th</sup> July 2004

**Enquiries and team bookings via NSW Racing only.** See below.

**Venue:** Armchair Racer

**Host:** Jim Berry

**Eligible Cars:** New Scalextric Ford GT 40, non Sport Limited Edition, box standard.

**Teams:** 2,3,4 or 6 drivers

**Entry Fee:** \$10.00 per team

**Program:** 4:30pm – 5:15pm Track open for practice.

**Note:** - Teams must have arrived by 5:00pm or they will be considered a “no show” where upon a reserve team will be offered entry!

5:00pm – 5:20pm Scrutineering and nomination of driver order

5:30pm – 7:05pm 6 x 15 minute “Day” Heats  
(Includes 5 x 1 minute lane changes)

7:05pm – 8:00pm Dinner  
(\$5.00 approx per head from Pizza Hut)

8:00pm – 9:35pm 6 x 15 minute “Night” Heats  
(Includes 5 x 1 minute lane changes)

**Organiser:** NSW Racing for members of the ASRCC

**Bookings:** **Individual or Team bookings to Steve Terry**  
**(02) 9864 – 8618 or [slartibartfast@optusnet.com.au](mailto:slartibartfast@optusnet.com.au)**  
RSVP by Monday 12<sup>th</sup> July 2004

Individuals wishing to participate will be placed in a team at the organisers discretion and will be advised of which team several days prior or at the venue.

Teams wishing to participate should provide Team name, Team Managers name and number and Team members names.

Team managers will be contacted prior to event for final confirmation of their Teams details.

Entries will be taken in order of receipt. If there are more than 6 Team entries received one Team will be accepted as a reserve in case of a “no show”.

## NSW Racing

### Culver City: As opposed to Robs Raceway

Culver City is located in a more civilised area of the Central Coast, although it'd take some convincing to accept the fact that the tracks are only about twenty minutes apart and pretty much reflect their surroundings, as Robs is located in open pasture/woodlands and the track design is of a big, open layout, Steve Bushels Culver City in the built up area does have a closed in, almost Monaco feel too it with long narrow straights and economical corners walled in by corex barriers crowned by a nice little hill climb at the end of the main straight which gives both driver and spectator some decent views as the cars travel around the circuit.

As for the format for the night Steve had chosen a golden oldies theme with four classes running RX motors and the fifth Powersledge plants with the standard NSW Racing regs of Two Heats by 10 laps, 3 De Slots per Heat and Black Flags for racing infringements.

Our first Event of the night was the Class One Mini (F.W.D C76) and even though it's been a long time between races and the cars were not in tip top race tuned condition there was still some impressive performances put in by some competitors, most notably Team Terry (there'd be something wrong if We didn't win with Mini's!) with strong victories over Tim (The Mutant) Holman and Big Al Quinlan (why we call him Big Al is beyond me as he's a little tiny bloke) all driving green versions of the C76 while the Thurlow boys ( Rob and Jessie) were too good for Rod (Kathy Watt) Holmans red #2 And Chatterbox Lexie's green #9 car while H.T.A.M Steve gave us a treat with his green #4 car showing a clean pair of treads to Andrew Waites #7 green machine.

It was great to watch Steve's mini charge up the main straight into the hill climb section carrying enough momentum to get it through the left hander at the apex, which then loops back down the hill twisting to the right and continuing the curve as it comes around under the hill into a couple of right handed kinks and entering the first of the middle straights as though it was something to be done when you're asleep, but of course there were the cars that failed to handle the gradient and stuttered to a stop just before the

apex lap after lap and required the finger of God (or Mick, or Steve, or whoever was closest at the time) to get them over the top and down the other side.



### The Mighty C76.

Mini Class Two was the support act to the C76 and as this class is proving popular this year (this is the third meet at which they have run) we were treated to some dominant displays from cars that are becoming quite well known to us, such as the red Type Four (no flares) of Steve Terry that was for once two strong for the 'Yellow Terror' of brother Eric to pick up the wins and my distinctly coloured deep red Type Four (with guards) hammering Lexie to pick up a pair of wins for the set.

Andrew Waite was another to impress with a dominant display driving his red Type Four to victory over Big Al while the "Home Track Advantage Monster" red Type Four (with guards) Smacked Rod Clarkes borrowed car of the same colour/Type to take the points.

Formula One Class One followed with the host giving us a display (and Kathy Watt a lesson) of how a lotus 16 should perform with his yellow machine handling beautifully around the hill climb section of the track and looking like a Mabuchi powered unit down the straights he left no one in doubt as to who was going to win this race putting a couple of laps on Kathy's red BRM in both Heats for max points. Rob Thurlow's green BRM followed the local boy's trend with some neat victories over Mick Waites distinctly yellow coloured Ferrari 156 and was ably backed up by son Jessie whose green

Cooper lined up against my well known #1 yellow Lotus 16 in the following set and proved to strong in the hill climb section of the circuit to slowly but surely increase the gap on the Lotus until on lap seven I surrendered to the competition and crashed out of the race having been lapped by the flying Cooper. The second Heat was slightly better with Jessie once again putting a lap on the Lotus but with the difference of my being able to keep the car on the black stuff to pick up some much needed points for second place. Eric (The Pumpkin) Terry also enjoyed this event driving a red #8 Ferrari 156 to a pair of wins over the Yellow 156 of Andrew Waite while Rod (The Traveller) Clarke showed that he is coming to grips with the Rules an' Regs of NSW Racing with a powerful performance driving a nifty looking red Lotus 16 (that was borrowed from Steve Bushel) to hard fought victories over Al Quinlans Yellow Lotus 21.



*Steve Terry's Lotus 16 & Al Quinlans Lotus 21*

The Class that followed is also increasing in popularity and competitiveness through a distinctive drive train setup and that is the powersledge (F1 Class 2) which of course involves the mighty Matra MS11 of Steve Terry, but, as of Saturday night may have a few competitors coming up through the ranks to challenge for supremacy in the form of Steve Bushels yellow Panther, that was awesome against Jessie Thurlow's green Lotus Indy, and showed no mercy as he blew the doors off the luckless Jessie in both Heats for maximum points while Rob Thurlow's white Europa vee was to good in his Heats doing the business against Andrew Waites red Panther. Rod Holman's green Europa Vee was another car

showing good pace in his Heats against Chris Uttleys red Panther but of course interest peaked as the car itself was due to hit the track and when it did everyone was trackside to watch the performance (*in the vain hope it might be beaten!*). Unfortunately it was not to be as with lap times showing the Matra to be a shade faster than the Home Track Advantage Monsters yellow Panther (no mean feat let me tell you...) Steve put to rest any notion that the Matra's reign was under threat with a comprehensive display of what a good powersledge can do to the opposition with easy victories in both heats against Rod Clarkes red Panther.



*A couple of rivals...A red Panther and a green Lotus Indy.*

Steve Bushel continued the RX theme into the last Event of the night with Le Mans Class One, Cars we probably all hated as kids, but now all love as collectors and enjoy their quirks and idiosyncrasies as racers on the track. Steve gave my white Porsche Spyder a lesson in thrashings being to strong in the corners with great traction and handling plus excellent straight line speed to force me into a DNF in the first Heat and a poor finish in the second while The Dummy Racer, standing in for an absent Jessie had a blinder driving a green D Type Jag that also handled beautifully in the corners and showed fantastic straight line speed to best the White GT40 of Al Quinlan in both Heats.

The only other racer to get maximum points in this Event was Eric (The Pumpkin) Terry who, driving a white Matra Jet, leapt off the start line against Lexie's Porsche Spyder and had a lead of about a car length as they entered the first sweeper (which is a left hander), and on exiting



barrelled along the back straight into the hill climb section with Lexie's Spyder in hot pursuit, Struggling as they get to the high point at the left hander with Lexie about two car lengths behind, and, taking a breath, started down the face leaning into the big right hander that continues to curl around and under the hill with Eric's Matra opening up a lead of about four car lengths after exiting the tunnel and negotiating two right hand kinks before charging off down the first of the centre straights.



*Eric's Matra Jet.*

At the end of the straight was another sweeper, this one a right hander, and Eric entered this maintaining his lead over the Porsche and beginning to look comfortable against the chatterbox as she chased him down the second of the centre straights at the end of which was a right hand kink (that caught out a lot of racers) and reversed into a left hand sweeper that exited onto the front straight and back across the Start/Finish line, which Eric crossed with a lead of roughly eight car lengths over the Porsche.

No matter how hard she tried the jet slowly but surely increased its lead lap after lap and in the end had a comfortable win which was repeated in the second heat. Although no other racer dominated the track or his opposition in this event there were some very nice cars fielded by competitors as in Mick Waites Ferrari GT250, son Andrews distinctive yellow D Type Jag, Rod Clarkes Austin Healey 3000 and Chris Uttley's Renault Alpine, to name a few. This signalled the end of official racing and with the points tallied up The Home Track Advantage Monster had proven it's worth once again with a win on a

perfect score of 50pts to Steve Bushel, with Steve Terry in Second place on 46pts, 3<sup>rd</sup> being held by Jessie Thurlow on 44pts, followed by dad Rob on 43pts, and rounding out the Top Five Eric Terry on 42pts.

I'd like to thank Steve and Family for not only Hosting the night but also for their wonderful hospitality in making another NSW Race Meet an outstanding success.



*Steve Bushels Hill Climb: It's actually tighter and steeper than the impression this photo gives it...*



*The Tunnel: After cresting the hill and journeying down the sweeping right hander you enter this short Tunnel, at the end of which the track kinks around to the right, and again, catching many an unwary racer out...*

*Sid Terry.*

# SWAP MEET REPORT

I hate Sunday mornings, but off I go to another swap meet, the first one to tell you about is the Harndoff swap meet, which is held annually in the old town hall. The hall is about 100 years old and the swap meet is usually on the hottest day in summer, with no air conditioning it can get a bit sticky. But this particular day was a nice mild day, which made it very comfortable for the traders and the buyers.



I got there early to see if there were any Scalextric bargains to be had; I did manage to find a few. This swap meet is usually good for me as there are no other traders who really look for old slot cars. My first pick up was four AC Cobras in various state of completion for \$ 100-00 as well as a Mouldex set box for \$ 30-00. My only other purchases were from Rob who is still thinning down his collection. He had a pair of C37 BRM s in yellow in need of restoring for \$ 60-00, he also had a Nova box set from Russia with the Mirage and Lamborghini for \$180-00 this is a very rare box set so I did not pass up the opportunity to buy it. Rob had a couple of nice You Steer Cars for less than \$ 50-00 which I might grab off him at the next swap meet. My personal sales were a bit low but I still managed a few Hundred dollars which helped fill a hole in my wallet.

The next swap meet to tell you about is at the Strathmount Centre in the eastern suburbs of Adelaide, this meet is held by a local train club

twice a year and has become a good place to pick up slot cars. As usual it's on a Sunday and for a change I was running late, plus I think the traffic light gods were against me. I always like getting there before Ged from Melbourne arrives as he is my main competition at the swap meets for old slot cars. Once I found my stall I quickly started to set up, I then started my rounds of the other stalls in search of slot cars. I didn't come across much until I came to Kevin's stall from Scalex World, who had some new touring cars which were on special. The only other thing I was offered were 2 E1 Lister Jaguars and some rubber track with fencing for \$ 200-00. Finally Ged arrived with his van of joy and as I had arranged with Ged to bring some gear for me I was glad to see him. After he took his sweet time unloading I finally got to go through his slot car stock, which was mainly new stuff. But he also had a large box set from the early 70s for \$ 200-00 and 13 track lights which cost me big time.

My next swap meet is the big daddy of swap meets at the Adelaide show grounds in June and I've been saving my pennies so if you are after anything let me know and if it's there I'll pick it up for you .

See You There

Alan Hibbird



**THE PORSCHE 917 UP TO 1971**  
**Part 3**  
**AFTER LE MANS 1970**

On June 21st Piers Courage was killed in the Dutch GP.

The Watkins Glen six-hour was held on July 11th. Wyer entered two 917 5 litres for Siffert & Redman and Rodriguez & Kinnunen. Salzburg 917 5 litres were entered as Porsche-Audi for Elford & Denny Hulme and Attwood & Ahrens. The Martini team entered a 917 4.5 litre for Larrousse & van Lennep. This was the AAP team car in Martini colours on loan. Ferrari entered two 512Ss for Ickx & Schetty and Andretti & Giunti. Both were short tailed spyders. Gelo Racing entered a 512s for George Loos & Franz Pesch.

Jo Bonnier entered his Lola T70 3B for Wisell and himself. Two prototypes were entered; the Martini 908/2 for Lins & Marko and Tony Dean entered a car for himself and Peter Revson.

It was a very poor entry list with twenty six starters, some missing cars were being used for the Steve McQueen film.

The circuit had only just been resurfaced and during practice it began to break up. Fastest in practice was Siffert with a 1min 6.3sec. Second was Rodriguez & Kinnunen then Andretti & Giunti third.

There was a rolling start for the race and Andretti anticipated it the best and went into the lead. Andretti led for the next three laps, with Siffert challenging him, Rodriguez was third, Ickx was fourth, Attwood fifth and Elford sixth. Back markers were now looming up and Rodriguez decided to flash his headlights as he went to overtake them. Instead he was switching off and on his fuel pumps. As the car was faltering, he pulled to the side of the road and Ickx, Attwood and Elford passed before he realised what he was doing, and then he put in another one of those drives he had at Brands Hatch.

In the lapped traffic Siffert was able to take Andretti and pull out a gap. By lap thirteen Andretti was in fuel pump trouble.

Rodriguez was in third and by lap twenty seven was past Andretti.

Rain started falling and Siffert's engine began misfiring at high revs but it wasn't wet electrics. The rev limiter was retarding the timing more than it should. This was the first time Wyer had used a rev limiter. The first car to pit for fuel was Elford's and he also changed a left rear tyre. Because of the circuit conditions Goodyear had advised all the teams not to run the compound Elford was on. But it was the compound all the drivers favoured. So Elford and Hulme were caught out having to make six pit stops for tyres. When Rodriguez refuelled the rev limiter was disconnected.

After the stops Rodriguez was now in the lead and pulling away. After an hour and a half he came up to lap Siffert. Siffert did not see Rodriguez, as he was dealing with a slower car, and the two collided on lap 81, leaving a dent on Rodriguez's right hand side cockpit and forcing Siffert to pit with a puncture. Redman took the wheel, in third place and when Rodriguez pitted Kinnunen relieved him and emerged from the pits in first place. Kinnunen was ordered to take it easy. Redman was soon past Giunti and gained a lap back on Kinnunen and hit the lead. Andretti back behind the wheel, overtook Kinnunen and when Redman refuelled, took the lead.

The Martini team 917 was suffering handling problems and made a pitstops to have it rectified. Two laps later it was back with the right rear suspension collapsed.

Redman had by now regained the lead and Rodriguez relieved Kinnunen and brought the 917 up to second. Redman's car was smoking now and at the next refuelling stop, after investigation the rear crankcase breather was closed up and the catch tank replaced. Siffert got back in and after this long pit stop was eager to make up time.



The Wyer cars were running one, two and were now uncatchable because of fuel pressure problems with Andretti's Ferrari. Rain was falling again. Both Wyer cars made a last pit stop to take on five gallons of fuel, and at race end they were three laps in front of Andretti.

The order was Rodriguez & Kinnunen, Siffert & Redman, Andretti & Giunti, Hulme & Elford, Ickx & Schetty and Attwood & Ahrens. Rodriguez took the sports car lap record 1min 4.9sec.

On the next day the Can Am round was run on the circuit and some of the cars backed up again for this race. They came in: Siffert second, Attwood third, Elford fourth, Andretti fifth, van Lennep sixth and Redman seventh. Rodriguez missed a gear and blew his engine.

On 5th September Jochen Rindt died in an accident while qualifying for the Italian GP at Monza.

On 11th October the final round was held at the Osterreichring, The Austrian 1000km. Four 917s were entered, two by Wyer for Siffert & Redman and Rodriguez & Kinnunen. This was Redman's last race for Wyer, he moved to South Africa. The other two 917s were Salzburg's for Elford & Attwood and Ahrens & Marko. This was Salzburg's last race, they were withdrawing and selling the cars to Martini. Two Ferrari 512Ss were entered. One, a much improved 512S to be known as the 512M with lighter nose and tail, entered by the works for Ickx & Giunti. The other, an uncompetitive 512S entered by Gelo Racing for Loos & Pesch. Autodelta entered four Tipo 33/3s for Galli & Stommelen, Hazemans & Gregory, de Adamich & Pescarolo and Zeccoli & Facetti. The Alfa Romeos had modified front suspension and smaller 13in front wheels. Martini entered the 908/2 for Larrousse & Lins and a 908 spyder for Jost & Pankl.

In practice the Wyer 917s suffered from understeer. The Rodriguez car also had a stiff gear selector. The new Ferrari suffered fuel surge.

Rodriguez had pole, Ickx second, Ahrens third, Elford fourth, Siffert fifth.

Fangio dropped the flag and Ickx was into the lead. At the end of the first lap, the order was Ickx, Ahrens, Siffert, Rodriguez and Elford then the Alfas. Ickx was able to pull away. After 5 laps Rodriguez pitted with a blown engine.

At lap 29 Ickx pitted for fuel and rejoined in fifth. After the routine pit stops the Ferrari was back in the lead until lap 49. The car stopped out on the circuit with a dead battery. Ickx ran back to the pits and he and two mechanics went back to the car with a new battery. Marko was now leading. Attwood pitted to replace a broken oil cooler, a stone had gone through it when he was chasing Redman.

Once the Ferrari could move, Ickx brought it straight to the pits, to have it checked and to change drivers. Giunti went out for four laps and returned with another flat battery. The problem was traced to a loose earth lead. The leading 917s were too far in front to be caught, so the Ferrari was put away. Two of the Alfas were out, Galli had blown his engine and Facetti had crashed. It wasn't all bad news because de Adamich/Pescarolo were in third. The fourth Alfa was soon disqualified for a push start after a pit stop.

Marko's 917 stopped out on the circuit, out of fuel. Attwood/Elford after a long pit stop, were back in sixth and making up time. At 3pm Redman pitted for Siffert to take over, after fifteen minutes the 917 went on to eleven cylinders and slowed. Pescarolo now speeded up to try to catch Siffert. He was on the same lap as Siffert with three laps to go but blew his engine up on the next lap and coasted into the pits. So Siffert took the seventh checkered flag of the championship for the John Wyer Gulf team. Porsche won nine out of ten rounds and the 917 had won seven and the 908/3 two. A Gulf Porsche also won a non championship event at Imola.

The rest of the results of the Austrian round were: The Alfa of de Adamich & Pescarolo second, 908/2 of Larrousse & Lins third, 917 of Elford & Attwood fourth. 908 Spyder of Jost & Pankl fifth. 908 Spyder of Lauda & Peter sixth.

#### CHAMPIONSHIP POINTS

Porsche	63
Ferrari	39
Alfa Romeo	10
Matra	4
Chevrolet	1

Alan Quinlan

### BTS Mouldings

BTS Mouldings is an English company that specialises in 1/43 scale diecast models. As a sideline they also manufacture a large range of replacement parts to suit Scalextric, Minic Motorways, Jouef, V.I.P., Revell, Monogram, Strombecker, Airfix & Fleischmann.

To obtain their catalogue write to them at:

**Rear of 19/21 Mount Rd, Hastings, East Sussex, TN35 5LB, England.**

The list of Scalextric replacement parts is extensive. To give an example I've just put together an order for the following:

C54 Lotus 16 mirrors

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Gordon Heber 21.5.4

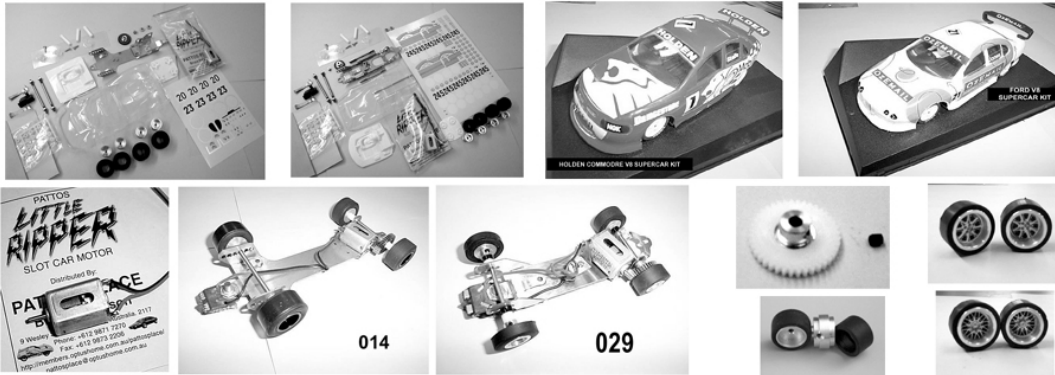


*A member sent this in, a sneak peek at the new Scalextric Vanwall and Maserati.*

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C.6	Screen - Panther	\$8
C.5	Screen - Europa Vee	\$8
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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.



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