

# Club Lines



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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**

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## Club Lines Formatted Page

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

### Page Set up

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

<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: -

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

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Alexander Hills, QLD 4161**  
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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 the following issue.



Cut off date for the newsletter is the 15<sup>th</sup> of every month.

## Readers Writes

A member sent this one in hoping for some feedback from other members: -

Howdy Steve,

I've got a subject you may want to mention in the newsletter. I tried to check that my track and collection were covered in the home contents insurance I have with NRMA. They said an unspecified collection is only covered to the value of 2500 dollars.

If I want it covered as a specified item on the policy I need a proper valuation and then need to present this documentation to them.

So my question is: have any members come across this? How do you value a collection and track? How have other members insured their set-up?

---

Rod Holman writes: -

Gentleman, please accept my congratulations to the people who organised the Auction and the first Grand Prix. It was expensive and great fun and subject to the clubs approval may just be the format for many years to come. We look forward to it. Also glad to see the interstate visitors.



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**Issue 129**

**OPEN 7 DAYS**

**OCTOBER 2004**

## Sebring International Raceway

In 1941, Hendricks Field was built near Sebring FL. as a military training base. After WWII, sports car racing re-emerged from a group formed in the Boston area known as The Sports Car Club of America (SCCA). The first organised race was through the streets and over the public roads in the small village of Watkins Glen, New York, on October 2, 1948. Briggs Cunningham, the young tycoon and racecar enthusiast, drove his BuMerc (a Mercedes body on a Buick Century chassis) to a second place finish.

Briggs, together with Miles and Sam Collier, purchased a Ferrari 166 Corsa - the first Ferrari racing car in America - from Luigi Chinetti. (Chinetti later became the most important Ferrari importer in the United States). At the Watkins Glen race on September 17 1949, Briggs drove the Ferrari to a second place finish after leading until the last lap, when he was passed for the win by his friend Miles Collier.



The 1950 season was memorable for several reasons. Cunningham raced a Healy-Cadillac, the first of many small sports cars with large displacement American engines (think AC Cobra), and Briggs began a quest to win the 24 Hours of Le Mans. Entrepreneur Alec Ulmann served as team manager in 1950 and several subsequent years.

After Le Mans, the team resumed the American season with Cunningham having successes in his Healy Cadillac and Sam Collier campaigning the Ferrari 166. Tragedy struck at Watkins Glen when Collier was killed in the Ferrari in a race in which Briggs finished second in the Healy-Cadillac.

In 1950, Ulmann suggested Sebring Airport as a site for a sports car road race. Using the runways of an ex-military airport, a course was laid out for the first events. The Sam Collier 6 Hour Memorial race held on December 31 1950, was the first racing event ever held at Sebring and the first sports car endurance race held in the U.S. Alec Ulmann went on to become the main promoter of Sebring during the post-war years.

First '12 Hours of Sebring' race was held on March 15 1952, on a 5 mile circuit which included 2 long airport runways. The second '12 Hours of Sebring' in 1953 was the first event of the new FIA (Federation Internationale de l'Automobile) sports car world championship and was won by a Cunningham C4R. Sebring's bumpy concrete runways were an infamously unforgiving endurance test for man and machine with many early leaders dropping out before the finish. Up until 1982, the track remained basically unchanged except for the elimination of the Webster Turn in 1967, replaced with the Green Park Chicane.

Sebring hosted the first ever Formula One race in the U.S. in December 1959. Unfortunately, the event was poorly attended, and the race moved to Riverside the following year.

1961 saw the beginning of Ferrari's monopoly of wins at Sebring starting with Phil Hill and Olivier Gendebien and ending in 1964 despite strong challenge from the Ford Cobras. A Chevrolet Chaparral driven by Hap Sharp and Jim Hall in 1965 became the first American car to win Sebring in over a decade and broke the Ferrari monopoly.

The last "Le Mans Start" in which drivers ran to their cars to start race was in 1969.

In 1972, Mario Andretti won his third 12 Hours of Sebring. His first win in 1970 is considered greatest Sebring race ever and the closest finish ever as Andretti gave Ferrari a 22-second victory over actor Steve McQueen and Peter Revson). This was also the year that Ulmann announced that the FIA had withdrawn its sanction and the race would no longer be on the international calendar. The following year Sebring was revived under IMSA sanction. Peter Gregg and Hurley Haywood drove a Porsche to victory in a race of production cars and no prototypes.

The energy crisis forced the race to be cancelled the next year but several thousand fans turned up anyway just to party. The race was revived in 1975 with John Greenwood as promoter. A factory BMW won.

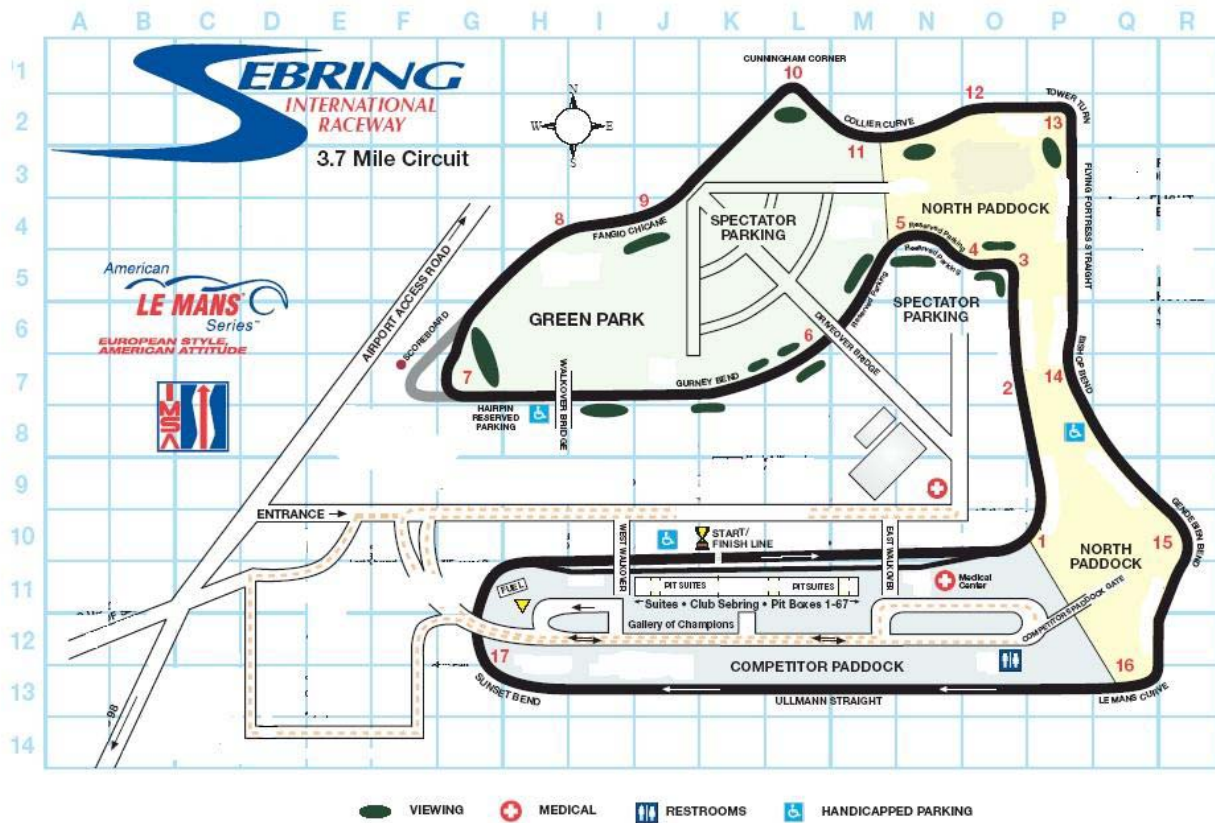
In 1976, Porsche wins the first of 13 consecutive Sebring races. This domination was brought to an end in 1989 by Nissan. During this period, the Sebring Airport Authority assumed responsibility for promotion of race, the first major circuit change in 20 years occurred as part of a million-dollar enhancement program, a new section bypassed the airport runway. Also A.J. Foyt won his first Sebring race (the last win of his career) and the first live national television broadcast of an endurance motor race took place.

Toyota won it's first endurance race in 1992 with Juan Fangio II and Andy Wallace driving.

In 1999, there was the closest Sebring finish ever as a BMW won by a nine second margin.

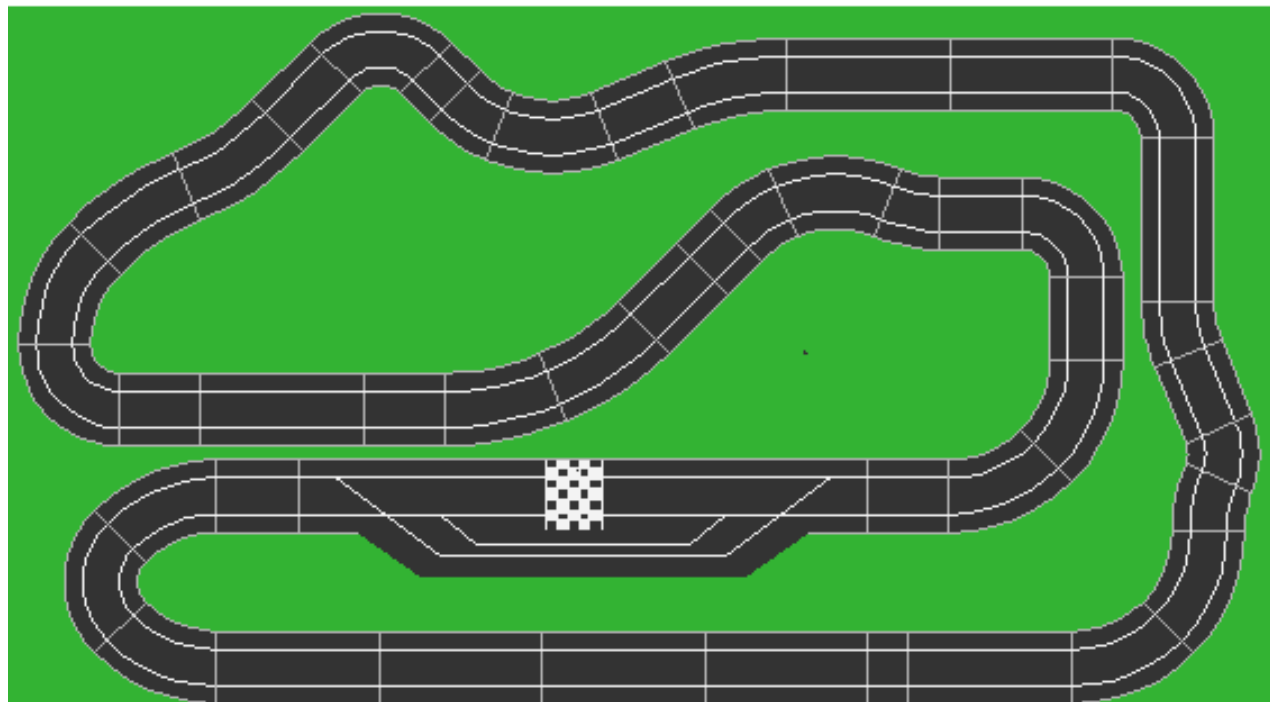
Audi have taken all the honours in the four years since with consecutive victories. This is a first as all wins were recorded by the Joest team.

In 2002, Sebring celebrated its 50<sup>TH</sup> anniversary. The list of drivers who have raced at Sebring reads like a "Who's Who" of the racing elite; names like Cunningham, Fangio, Moss, Shelby, Hill, Hall, Foyt, Andretti, Wallace and McQueen. The circuit today is 3.7 miles and a map of the circuit is shown below.



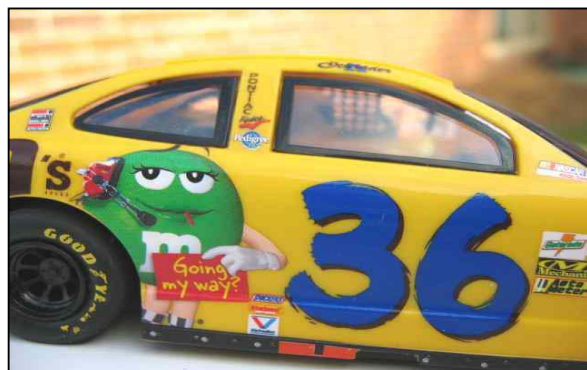
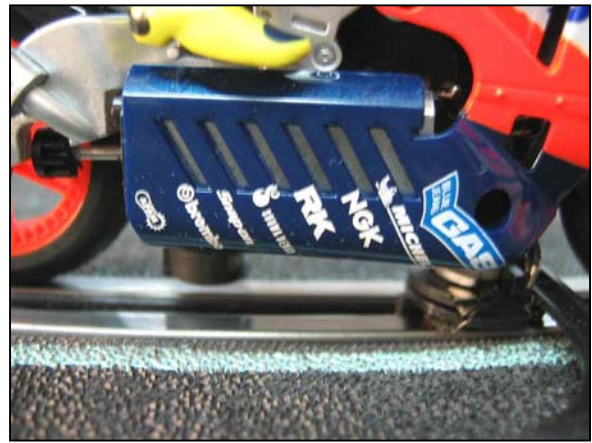
03/03

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



**Track List (clockwise from the start straight)**

- 1 C168 Start Straight
- 1 PT90L Pit Stop Left
- 1 C159 Half Straight
- 1 C151 Standard Curve (L)
- 1 C151 Standard Curve (L)
- 1 C159 Half Straight
- 1 C156 Double Inner Curve (L)
- 1 C159 Half Straight
- 1 C154 Half Standard Curve (R)
- 1 C151 Standard Curve (L)
- 1 C154 Half Standard Curve (L)
- 1 C158 Quarter Straight
- 1 C159 Half Straight
- 2 PT84 Outer Outer Curve (R)
- 2 C160 Straight
- 1 C156 Double Inner Curve (R)
- 1 C151 Standard Curve (R)
- 1 PT84 Outer Outer Curve (R)
- 1 PT84 Outer Outer Curve (L)
- 1 C159 Half Straight
- 1 C156 Double Inner Curve (R)
- 1 C158 Quarter Straight
- 1 C154 Half Standard Curve (L)
- 1 C151 Standard Curve (L)
- 1 C159 Half Straight
- 1 PT84 Outer Outer Curve (R)
- 2 C160 Straight
- 1 C156 Double Inner Curve (R)
- 1 C160 Straight
- 1 C154 Half Standard Curve (L)
- 1 C159 Half Straight
- 1 C152 Inner Curve (R)
- 1 C154 Half Standard Curve (L)
- 1 C151 Standard Curve (R)
- 1 C151 Standard Curve (R)
- 1 C158 Quarter Straight
- 5 C160 Straight
- 1 C151 Standard Curve (R)
- 1 C156 Double Inner Curve (R)
- 1 C151 Standard Curve (R)
- 1 C159 Half Straight





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## WHAT A WEEKEND!

Date: 16 August 2004.  
Time: 5:37am A.E.S.T.  
Location: Bed.  
Condition: Knackered...

As I slowly and painfully struggled to something resembling consciousness, I become aware that the body I inhabit is once again complaining bitterly that it has been mistreated in a most unhealthy way. The Feet are sore, The Knees ache, The muscles Twitch and the Head throbs in such a way that tells me I forgot to take my blood pressure tablet last night...I examine my woozy memory, and the picture of a slot car wanders into focus...My eyelids snap open, of course! The Hot August Weekend!! This is the cause of my body feeling like one of Colin Chapman's cars after a race...

As my memory starts doing its job properly I send it back to recap the Events of the last few days...Thursday night Brother Eric rings to invite me to a social at Princes Park Raceway. "The Queenslanders are coming for a bit of an adder and a fang around the track" he says "be here for six thirty". We got there for six thirty. Quarter to eight and still no sign of the maroons. Eric looked at his watch. "Don't worry, their watches run slower than ours," I said. Eight o'clock and they finally walk down the drive. "They" being Dave Hannaway, Uncle Bill Holmes and a new face in Gary Russel. After a couple of hours swapping stories of varying truths, we put a couple of Uncle Bills cars on the track for a thrash and quickly discovered he had a couple of real flyers, one being a Porsche 908 Flunder, the other an SCX Arrows.

The official lap time at the park stood at 5.47 seconds, held by the SCX Mark Webber Minardi, and set by brother Steve. This was smashed in the first five minutes of thrashing by uncle Bill and lowered to about 5.2 (unfortunately the new lap counter doesn't count to 1/100th sec) by the Flunder. After a bit more thrashing by Bill the Sydneysiders were given the chance to snatch the lap record back for the blues. I was first up and given 25 laps to prove my worth, but the best I could do after some scary driving (and a trip to the floor for the Porsche) was to equal Bill's 5.2 seconds.

Takefuji also took the challenge and quickly matched Bill's time, then breaking it repeatedly until by the end of his 25 laps the record now stood at 5.0 seconds flat. "Right, try this one" said Bill, picking up the Arrows and putting it on the track in front of John. John roared off, and try as he might was unable to get that bloody lap counter to read 4.9. Neither Bill nor I were able to better John's time, so we decided to call it quits, as Eric was looking very nervous indeed with bits of diorama beginning to fly in all directions. "Just one more!" said John, and put the little SCX rally mini on the track. 'This'll end in pieces' I thought, but no, after a couple of laps he was on song, and it was an amazing sight to see the little mini whipping around the track, and managing a lap time of 5.2 seconds! With the clock striking 1:30am we called it a night and went home to our respective beds.

Woke up about 7:00am, feeling only slightly under the weather, which was pretty good considering the amount alcohol ingested the night before, but decided not rise till 9:30 as I would be on the go continuously once I did. Steve rolls up about 11:00 to find me busy loading the Magna with canteen supplies needed for the night, Tea, Coffee etc. The phone rings, the caller being Rod Clarke, asking for directions, to which I promptly supply the address. "Is it on the Eastern side or the Western side of the train line?" Rod asks. "Mate, the only direction I know is the direction the bar's in" I reply. "Is it on the land side or the ocean side?" Rod asks, trying to prove I'm truly clueless. "We're near the ocean?" I respond, proving his point admirably. "It's right next to the Fire Station," I elaborate "You cant miss it". Rod thanks me and hangs up.

We hit the Frog n' Toad about quarter to Two, heading in the right direction, so the brothers tell me...1 hour later, after getting lost (naturally!), as we near our destination the wail of a siren reminds me of my conversation with Rod earlier in the day...and as we move back onto the road after letting the Fire Engine past and near the Hall, I notice a great big construction fence around the old Fire Station, and sure enough, the Engine drives past it, around the curve and out of sight. "Rod'll think I'm a right Goose" I say to Steve as we pull in to the Halls car park. "He'll

be right” Steve replies. Fortunately the new station’s not far away and Rod finds the Hall easily.

Inside, and after a quick round of hellos to those present it was into the kitchen to set up for the night. The sight of people moving around the kitchen area was an instant prompt to those present and soon the orders for Tea, Coffee, and Munchies etc were coming thick and fast. After the initial rush had died down I left Lexie in charge and wandered out to look at the lots lined up on tables at the foot of the stage. Forty minutes later I’m back in the kitchen on duty as the Auction proper has started. Auctioneer Rod Dixon once more controls proceedings and year-by-year the whole operation runs smoother and smoother, and this year has the largest number of volunteers so far. At the first break of the night the Sausage king (Pete Drury) and his two assistants (Steven and Nicholas) swing into action, and for the next ten minutes the counter area is a very busy place indeed. The Sizzle proved itself so popular there were two further breaks in proceedings for everyone to indulge themselves, which they did.

Hours pass...The Auction continues at a steady but slower rate as some lots are now being passed in, and it’s becoming obvious that the organisers are not going to get away early like last year. I start to knock up about 11:30, and dragged a chair in to sit on and put my feet up for the next hour. At about 12:30 with ten lots to go I called “ Last Orders Please”, which prompted one last rush for Tea And Coffee, and the odd Sausage sandwich, of which there were a few left. Its now about Quarter to One, the Hall is clearing and the cleaning up is well under way with the chairs being stacked against the wall and unsold lots being packed away. Having cleaned the kitchen area, pulled the shutter down and switched off the lights, Team Terry bids farewell to Loftus and begins the trek home, arriving just after Two. After unloading the car Steve and I decide to have one last beer, and finally get to the land of nod about Three.

Six o’clock, and a cheery alarm clock gets a bleary evil eye and a smack on the top of its plastic cover. Its equally bleary mate joins the bleary evil eye as I struggle out of bed and stumble to the kitchen to put the jug on for a

coffee. Stumbling through the lounge room on my way to the kitchen I spy Steve sleeping peacefully on the sofa and decided life wasn’t fair, so, putting on a big beaming cheery face I gave his shoulder a resounding shake and shouted “*WAKEY WAKEY WAKEEEEE!!*”... Then jumped back to study his reaction. Its equally bleary mate slowly joins a bleary evil eye and a slurred voice tells me “*Youll bloody well pay for this*” followed by an impressive stream of expletives ending in “*How about bloody coffeethen*” at which I retire grinning to the kitchen.

On the road about seven our first stop is Princes Park to pick up the Pumpkin. Then, loaded with essentials (i.e. Beer) we head to Lane Cove for a day of noisy men’s business. Arriving at Jims a little before eight we spy head scrutineers Andrew Moir and Al Quinlan turning the corner of Jims shop and, after exchanging pleasantries we patiently wait for Jim. The man himself arrives shortly after eight and ushers us into the shop to begin scrutineering duties. First up the cars are taken out of their boxes and laid underpan up on the table ready to be initialled. Next they were put on the dynamometer and their motors tested to ensure none were too strong or weak in the feet-per-second department. Then Andrew sorted them into their respective Heats and finally the boxes themselves were labelled denoting the first National Scalextric Grand Prix sanctioned by the Australian Scalextric Racing and Collecting Club. Surprisingly, this routine took the seven marshals nearly an Hour and a half to complete, which gave us only fifteen minutes free time before the Race started.

*“Drivers Briefing, All Drivers Trackside!”*  
With Ten minutes to go the call goes out to all competitors to gather at the track and once done the rules and regulations are spoken. Pretty simple rules, these ones. If a car comes off, put it back on, if your car misses a lap, tell a marshal, and above all else, keep driving! The Heats will be 6 x Two minutes continuous racing on each lane, Any Questions? The few questions posed by various drivers were readily answered. With a couple of minutes to go the first six racers were called and allocated to lanes, which are colour coded to make identification easy. As the clock strikes ten and the first Heat gets under way the Club realises another goal in organising and

promoting a major Racing Event involving members from the other states and country areas, and the largest competitor base too!

Being by far the biggest marshal basher and the most excitable racer with the continuous racing format (I'm a real pain in the bum), I do more than my share of marshalling to allow a bit of 'payback' by the other racers, so for the first couple of Heats I took charge of one of the hot spots, the big right hand sweeper at the end of the main straight, which also runs into a short tunnel under the middle straight, and proceeded to cop it from all and sundry for being too slow, Putting cars on the wrong lane (hard to do seeing as the cars a colour coded too!), knocking other cars off adjacent lanes and in one instance putting a car on backwards... after a couple of Two minute stints the racing settles down as the drivers warm to their task of racing the clock, each other, the track, and a big fat marshal in the corner... At the end of the First Heat the statist ions among us noted that you needed to complete 20-25laps per stint to stay in contention. The theme repeated for the next five qualifying Heats, an early, desperate scramble for position, followed by consolidation in the middle stints before another mad, squabble for spots at the end of the Heat.

It turned out the cut off for advancing to the next round (semis) was about 109 laps, and I had made the next round easily, accumulating a total of 121 laps and P1 in my particular Heat, although not without a fierce tussle with Liz Waite in the early stints, in which she actually lead comfortably before coming to grief in traffic and losing her rhythm, allowing me to pass and gain control of the race. The Out-of-Sydney contingent faired well, with interstate racers Gordon Heber (W.A.), Gary Russel, Uncle Bill and Dave Hannaway (QLD), all making the cut along with the Central Coast Connection of Steve Bushel and Warwick Steibel, so the Sydneysiders were not going to have an easy time of it.

I was not as effective in my semi Heat, going up against Uncle bill and brother Steve, who was driving as I'd never seen him drive before, and I quickly realised my best chance of advancing to the final was to try and tag onto Steve's rear wing and let him pull me along as opposed to

making my own way in the field. This I managed to do and the strategy worked a treat as I not only finished second in this semi, I managed to complete an extra four laps bringing my total to 125 laps for this Heat. With the other two Heats run we retired outside for a break while Andrew and Jim tallied the laps and checked lap times as this could be an important factor in the makeup of the Final.

After about ten minutes of nervous waiting (I wasn't sure I'd made it to the Final, the competition in the other two semis was that hot) Jim and Andrew appear and we all gather round for the announcement. A tense few minutes ensue as Jim calls out names, laps completed and overall position attained in the semi final beginning with eighteenth, and as he works his way up the ladder I wait for my name to be called, signalling an end to my participation in the Great Race. But no, as he calls out Gordon Heber's name for seventh, I realise I've snuck into the Final, and from there, anything can happen. Jim calls out the other Finalist's as being Gary Russel (QLD), Dave Hannaway (QLD), Steve Terry (Sydneysider), Steve Bushel (Central Coast) and Warwick Steibel (Central Coast).

After a short break, it's all hands trackside for the Final, and after a quick 'congrats and good luck!' all eyes flick toward the monitor mounted at the entry to the track area to watch the computer count down, ... 3...2...1...GO! I make a cautious start; well aware I'm racing Premier competition, and, by the end of the first stint, have made my way to fourth in the standings. Brother Steve just leads Warwick, followed by Steve Bushel, myself, Dave Hannaway and Gary Russel. Over the next two Heats Warwick stamps his authority on the Race and Leads Brother Steve and Steve Bushel while I continue to fight off Dave and Gary for Fourth. Life is a bit tougher in the Final with the Heats being six minutes long, and by the end of the third Heat I'm losing touch with Steve Bushel and becoming involved in an increasingly heated squabble with Dave and Gary. This continues for most of the fourth Heat, but toward the end I've gained a slight break on the Queenslanders. Meanwhile, up front Warwick has a firm grip on top spot while the two Steve's fight out a spirited battle for second place.

Heat five, and disaster strikes. Steve Bushels car, having performed flawlessly all day, begins to issue an ominous high-pitched whining and begins to slow, giving Dave, Gary and myself a sudden and unexpected opportunity of a podium. Steve races on, trying to diagnose the problem, but the whining gets louder as the car slows down, and eventually he's forced to pit the car to analyse the problem. Suggestions fly thick and fast among the unofficial pit crew gathered around the car, and loud slapping noises issue from the centre of the group as a suspected popped engine is slammed back into its mount by smacking the base of the car into an open palm. The car is placed back on the track but the problem persists and is now correctly identified as a cracked pinion and Steve's race is done, as cars are not allowed to be repaired during a Heat.

A unanimous response to the question asked by Jim allows Steve to repair the car in the break and continue in the last Heat, but he is eighteen laps down and out of contention. His demise has triggered a squabble for minor placing's and at one stage I actually snatched second from brother Steve with some really smooth driving, but I cant maintain the momentum and slip back to third, and as the clock is now on my side I back off a fraction to defend the podium, as I now have a four lap gap over Dave in fourth spot. At the end of Heat six Warwick has driven a perfect race to win the ASRCC's First National Grand Prix, with Steve Terry coming in second, myself third, Dave Hannaway fourth, Gary Russel fifth and Steve Bushel in sixth.

The next half hour is filled with congratulations, speeches and photo shoots as everyone present has participated in something special, and the Hot August Weekend has come to a successful conclusion. As Jims shop empties the officials have one more duty to perform...Clean Up!! So its pick up the rubbish, empty the bins, clear away the empties and generally tidy the track area, before bidding farewell to Jim (Team Terry was the last to leave) and making our way home, talking animatedly all the way.

Arriving home around six I'm confronted at the door by someone who doesn't recognise me at first, but a cheery 'Hi Dear!' drops the penny and The Slot Car Wife unlocks the screen door

and lets me in. After exchanging pleasantries and reassuring her it is really I, it's off to the fridge for a bottle of Terry Bros Falling Down Water. Settling down on the lounge in front of the telly I decide to watch the Hungarian Grand Prix, which starts about 10.40pm. The intervening hours are spent indulging in F.D.W and by race time I'm a little under the weather, but still keenly interested. Unfortunately it turned out to be the most boring race in F1 history. With M.S. driving the red car superbly, he totally dominated the competition, leading from the grid and never headed to take the chequered flag. It's 2.30am... The Falling Down Water has done its job, and as I stumble off to bed I suddenly remember I'm starting work early, only four hours hence...BUGGER!

My head hits the pillow, my poor, red-rimmed sandpapy eyes close thankfully, the feet say "Thankyou", the knees go Aaaaaahhhhhh! While my head throbs in such a way it tells me I've forgotten to take my blood pressure tablet again. Just then that cheery bloody alarm clock's snooze alarm gives me what for with a resounding '**Beepbeepbeepbeepbeep!**' I roll over, slap the clock to shut it up, and squint painfully at the time...5.45am! As I struggled slowly and painfully out of bed and stumble out to the kitchen in search of a blood pressure tablet the one thought that crosses my mind is...

*What A Weekend!!*

Sid Terry.





REF. 50351 PEUGEOT 307 WRC "MEXICO'04"  
NEW BODY

The all-new World Rally Car from NINCO is a superbly modelled car with fantastic performance thanks to the new Proshock-2 suspension system. Also featuring 4-wheel drive, new special bushings and NC-5 motor.

\*\*\*



REF. 50350 BMW M3 GTR "RED BULL"

This new livery for NINCO's successful BMW M3 series is certainly one of the most powerful on the grid. Features NC-5 motor in angle winder (45°) position.

\*\*\*



REF. 50353 RENAULT CLIO "CATALUNYA-COSTA BRAVA 2004"  
LIMITED EDITION

Every year around the dates of the Catalunya-Costa Brava Rally, a special edition of a rally car is released by NINCO to commemorate this event. This year the car is the Renault Clio Super 1600, as usual featuring Proshock suspension system and NC-5 "Speeder" motor, with a very striking graphic design.

REF. 50353 RENAULT CLIO "CATALUNYA-COSTA BRAVA 2004"

\*\*\*



REF. 50349 PRO TRUCK "SPEEDY" DESERT DIRT

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Spectacular version of the Pro Truck that raced the World Championship Tunisia RAID. Now coming with rear aerodynamic covering. Another beautiful Off-Road truck featuring very special paint simulating Desert Dirt.

## In Future Issues

### Members Moments from: -

David Portelli  
Andrew Thompson  
Lexie Terry  
Graeme Scriven

### Race Reports on: -

Pymble Raceway  
Federation Park

### General Articles: -

Brain Teaser – Is it the Norwegian?  
Budgie Bash  
Princes Park  
Riverside International Raceway

**FLY** Car Model

2004

Septiembre September

NOVEDAD NEW **FERRARI DAYTONA**



CH. POZZI 24h LE MANS 1973 #39



Ref.: A 655 / 88122

**VIPER GTS R**



Ref.: A 206 / 88113

**BMW 320i**



Ref.: A 625 / 88123

**BMW 3.5 CSL**

Ref.: A 686 / 88124



**NSW RACING**  
*PRESENTS*  
**THE CLUB LINES GRAND PRIX**

**AT**

**SOUTHSIDE SPEEDWAY**

**HOST: - BRAD CUNNEEN**  
**RACE DATE: - 20<sup>TH</sup> NOVEMBER 2004**  
**VENUE: - SOUTHSIDE SPEEDWAY**

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

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

**Points**

**1<sup>ST</sup> 5 POINTS**  
**2<sup>ND</sup> 3 POINTS**  
**3<sup>RD</sup> 2 POINTS**  
**4<sup>TH</sup> 1 POINT**

**10 LAPS/HEAT**  
**2 HEATS/EVENT**  
**3 DESLOTS = DNF**  
**2 BLACK FLAGS = DNF**  
**1<sup>ST</sup> BLACK FLAG INCURS ONE DESLOT**  
**RACE LEADER HAS RIGHT OF WAY IN**  
**CHICANES AND CROSSOVER.**

**TRACK OPENS 5PM. RACING STARTS AT 6PM**

**SUPPER PROVIDED, \$3 DONATION REQUESTED.**

*Code of Conduct*

**IT IS RECOMMENDED THAT ALL PARTICIPANTS BE FINANCIAL CLUB MEMBERS AND/OR ACKNOWLEDGED GUESTS OF THE HOST. ALL PARTICIPANTS MUST REMEMBER THAT THEY ARE INVITED GUESTS AND SHOULD BEHAVE ACCORDINGLY.**



Classes of cars eligible to run in the Club Lines  
Grand Prix

### **TOURING RALLY CLASS 3**

E17 mabuchi S motor - mag

ALFA 155 ALL  
AUDI A4 ALL  
BMW 318i ALL  
ESCORT COSWORTH ALL  
FORD FOCUS ALL  
FORD MONDEO ALL  
FORD SIERRA ALL  
PORSCHE 911, 935 ALL  
RENAULT LAGUNA ALL  
RENAULT MEGANE ALL  
SUBARU IMPREZA ALL  
TOYOTA COROLLA ALL  
NASCAR CLASS 1  
VAXHAUL VECTRA ALL

### **FORD GT40 Non Sport**

### **NASCAR CLASS 2**

E17 mabuchi S motor inline flat silver mag

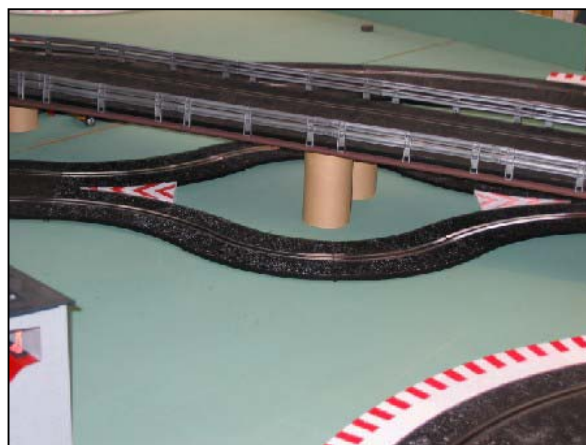
PONTIAC GRAND PRIX ALL  
FORD TAURUS ALL

### **FORMULA 1 CLASS 5**

E17 Mabuchi S motor - bevelled magnet

C142 BENETTON B189  
C143 WILLIAMS FW15C  
C194 TEAM DURACELL  
C237 BENETTON B193  
C319 FERRARI 643  
C369 WILLIAMS FW11  
C430 TEAM OMEGA  
C479 FORMULA X BP  
C487 FORMULA X FIREHAWK  
C585 McLAREN MP4/10  
C2074 TEAM TEXACO  
C2075 TEAM KWIK FIT  
C2079 JORDAN 197  
C2095 TEAM BRIDGESTONE  
C2096 TEAM MINOLTA  
C2113 TEAM AVON TYRES  
C2161 WILLIAMS FW20

### **V8 SUPERCARS**



## NSW Racing Calender 2004

7<sup>th</sup> February 2004

Princes Park

Host: - Eric Terry

13<sup>th</sup> March 2004

Verandahring

Host: - Chris Uttley

3<sup>rd</sup> April 2004

Rob's 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

11<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

Club Lines Grand Prix

Host: - Brad Cuneen

(RSVP through NSW Racing)

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

## NSW Racing Calender 2005

5<sup>th</sup> February 2005

Princes Park

Host: - Eric Terry

5<sup>th</sup> March 2005 T.B.C

Robertson Raceway

Host: - Rodney Clarke

2<sup>nd</sup> April 2005

Verandah-ring

Host: - Chris Uttley

7<sup>th</sup> May 2005

Pinegrove

Host: - Steve Terry

July 2005

Armchair Racer Enduro

Host: - Jim Berry

(RSVP through NSW Racing)

6<sup>th</sup> August 2005

Pymble Raceway

Host: - Mark Laverick

3<sup>rd</sup> September 2005

Blue Mountains Raceway

Host: - Noel Cather

8<sup>th</sup> October 2005

Rob's Raceway

Host: - Rob Thurlow

5<sup>th</sup> November 2005

Club Lines Grand Prix

Venue: - Federation Park

Host: - Peter Drury

(RSVP through NSW Racing) T.B.C

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.

## Winning the war against the Ecovandel



Hello Steve,

Noticed the Ecovandel had reared his ugly persona again. I thought I might pass on some information for all the track owners across Australia who may have not had this ugly side of owning a permanent Scalextric layout. This form of layout vandalism is unfortunately not an uncommon occurrence here in Australia. For years owners of permanent layout's have assumed damage to our permanent layouts being caused by rookie drivers with driving skills in direct conflict with trying to preserve the Scalextric model raceway enthusiasts detailed layout. After all, most times the damage was caused by a learner driver's errant car cartwheeling across the scenery, causing a path of destruction by someone who would best remain anonymous. But at other times, when Bill Holmes wasn't driving here, it became obvious that certain things were beginning to look out of place in an environment of usual long peaceful spells punctuated by the non-stop action of the Scalextric race meet. I first noticed when tree's inexplicably became uprooted, sometimes a plastic barrel of Petroleum might be knocked over in the pit area, the odd fence down or indeed the latest victim, the "1 minute board" track marshal, who last year apparently also fell victim to a mysterious attack and was found lying flat on his back on the main straightaway. Both you and I know it can only mean one thing. The Ecovandel is not one person, but an

organisation of crazed ex-MRRC men hell bent on the disruption of normal life within the permanent Scalextric layout. Obviously their belligerence having something to do with them being considered second class Plastic race track figures and they set about evening up the score with our own friendly little Scalextric people, whose only wish is to stand beside these permanent layouts knowing that eventually, another race night will see their never wavering patience rewarded with a great nights entertainment. SO, in order to maintain the safety of all these plastic Scalextric fans, I called in the men from "D.O.O.F.U.S." (Diorama's Open Only For Unique Scalextricians.), sworn protectors of the little Scalextric people.

After some arduous training and now assuming roles as ordinary Scalextric folk, these men have infiltrated the ranks of the ordinary trackside race fans on my layout. We see here, two of the Doofus' undergoing intense training in "*holding your right arm out for a very long time*" before assuming a covert position as an ordinary track side marshal.



Here below we have members of the crack sniper squadron. To now introduce you all to two of these men, Private Terrance Long Bottom whose unfortunate twin-birth defects see him in one instance with eyes looking at extreme outside of his head, which not only allows him to shoot well around corners, but should the Ecovandel get close enough to see the whites of Terry's eyes, he would indeed be forced to fall to the floor completely incapacitated with laughter

at poor Terrance's optic disability. Of course his other defect seems to have been during the moulding of this particular soldier and his rear end does indeed appear to "sag" a little differently to the other members of the squad, hence the name 'Long bottom'.



**( Private T. Longbottom.)**

As for the other member of the group, Sergeant Roger "Look at the size of my gun" Footlong, has also been trained in the art of Race Starter. With the prevention of 'launch control' in Scalextric F1's, the potential for jumped starts and subsequent race hold ups were poised as a potential problem.

Thankfully, this has now been averted. Roger's ability to stick his plastic toy rifle right inside the cockpit of the modern Formula one car might not scare the likes of you or me, but puts the bejesus' up the little Scalextric drivers who wouldn't dream of lifting their foot off the clutch on the start line. Roger also currently enforces a 100 % no startline infringement policy, which means Roger can get back to the toy box nice and early at the completion of the event. Of course it also means that the little Scalextric people can now enjoy sooner what they have been waiting for. Are they excited,.. well, they haven't left yet.



**Sgt Roger Footlong at the start line.**

So Steve, if this Eco problem is a National problem, I'm happy to report since the injection of the D.O.O.F.U.S to my permanent layout, things have indeed been on the quiet for a while now. Hopefully we can , continue with out record of Scalextric people becoming the target of these horrid little MRRC men who seem hell bent on destruction of our permanent layouts.



**Two Doofus hide in the bushes at the last GP.**

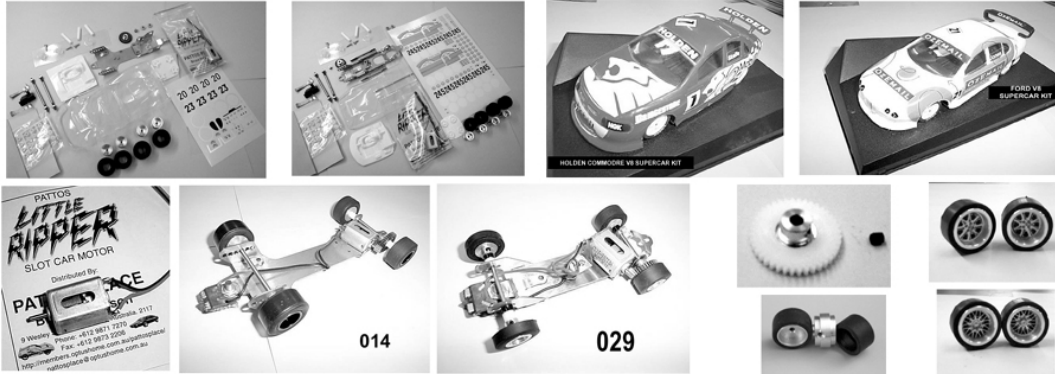
Yet another sign of good things for the future of the permanent layout. Next time you're at a race night, be happy, look around and I'll bet you see a room full of DOOFUS!

# BRUCE PATERSON - PATTOS PLACE

BSc(Ind Arts) Hons I, Dip Ed. M.D.I.A., M.I.T.E., Cert MicroStation, Cert AutoCad

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