



# Club Lines



## 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.

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1. Set paper size to A4 (210mm x 297mm)
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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 15<sup>th</sup> of every month.

## In Future Issues

### **Members Moments from: -**

Jesse Thurlow  
Sid Terry  
Graeme Scriven  
Alan Quinlan  
Eric Terry  
Steve Terry

### **Race Reports on: -**

### **General Articles: -**

Jean-Pierre Wimille

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## 2004 Thank you's

The organisers of **NSW Racing** wish to thank the following members and their families for hosting club sponsored race meetings throughout 2004: -

Eric Terry, Chris Uttley, Rob Thurlow, Steve Bushel, Jim Berry, Mark Laverick, Peter Drury, Rod and Tim Holman and Brad Cunneen.

A very big thankyou to the guys behind the Hot August Weekend Auction and First National Grand Prix: - Andrew Moir, Alan Quinlan, Jim Berry and the wonderful crew at Armchair Racer, Team Terry, the Drury Sausage Sizzle Kings – Peter, Stephen and Nicholas Drury and finally the members of the committee. Also a special thankyou to Mark and Julie Scale of Scale Models in England who donated items to the club auction with the proceeds going to the Children's Hospital.

A special thankyou also goes to all the members from across the country who took time out of their busy schedules to participate in the Club Activities which were run throughout the year.

The crew behind **Club Lines** wish to thank the following for taking the time to contribute to our wonderful magazine: -

Peter Drury, Jim Berry, Gordon Heber, Dave Hannaway, Steve Terry, Alan Quinlan, Clive Spreadbury, Sid Terry, Andrew Leeman, Alan and Julie Hibbird, Steve Colin-Thome, Ian Towle, Wayne Kenner, The NSW Racing gang, Andrew Waite, Steve Bushel, John Corfield, Rod Holman, Chris Uttley, Graeme Scriven, David Portelli, Lexie Terry, Phil Tebble, Jesse Thurlow, Andrew Thompson and Eric Terry.

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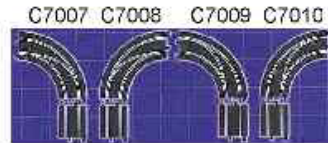
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**Issue 132**

**OPEN 7 DAYS**

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## NSW RACING

### Club Lines Grand Prix 2004:

*Thump! ThumpThump!!...Thump! The pounding rhythm of my racing pulse roars in my ears and sweat gleams on my forehead as my Garth Tander Commodore crosses the finish line of the final lap of the Club Lines Grand Prix of 2004...*

Earlier in the day the members of Terry Bros Inc. congregate at Princes Park Raceway to give the cars chosen to run a final pre race check to ensure all was in order and running smoothly...

...These days we have a more relaxed attitude toward pre race test sessions-no more fanatical Ferrari type testing, more like a Minardi "that'll Do!"- So naturally there were a few cars feeling a little under the weather, unloved and sulky that had to coaxed into race trim before we were happy they'd be competitive for the big night ahead of them. All except the Footstinks GT40, which was once more whining and shivering in its box; obviously still unforgiving of the treatment I'd given it at Jim's Enduro last year. After a couple of hours (F1 Class Five was particularly sulky) we were ready to set sail for sunny Sylvania and Brad Cunneens Southside Speedway, which, for those who don't know, is not to far from the Loftus community hall, home of The Hot August Weekend.



### **Cars in the paddock, ready for the first Event**

A slightly different format this year, with only one open wheeler class being utilised, F1 Class

Five, the others being Touring/Rally Class Three, Nascar Class Two, GT40's non sport and Aussie V8's. The racing was to be computer controlled, one minute thirty Heats, race on all for lanes, continuous racing with unlimited De-Slots. The Speedway would also be the first track in NSW Racing to use the new slimline Scalextric hand throttles with brakes, a combination that would introduce an unexpected element to the racing as the night wore on...



Our first Event of the night to contest was Touring/Rally Class three and Meganes were to dominate the field in terms of numbers, ten out of the sixteen runners, but they weren't to have it all their own way, with a couple of Subaru's driven by Liz and Nicholas being ably assisted by Micks Masterfit sponsored Vectra, giving the Renaults arrayed against them a bit of what for in their respective Heats. We'd got about three quarters of the way through the first Event when it twigged that Rod Clarke had not had his name on the computer list (once entered and started the computer did a random draw of Heats, so you didn't race the same competitors twice), and after a bit of red faced negotiating, Rod was quite happy to be awarded equal to the top score at the end of the Event. But alas, Rod's good fortune was short lived as not more than two minutes later, the World of Bill Gates came crashing down and all the info we had gathered so far was irretrievably lost, and, despite everything tried stayed lost...

After some debate between the "Lets Fix It" faction and the "Lets Get Rid Of It" faction, the get rid of it side had its way and Bill Gates was sent packing, never to return. With the first Event null and void, racing continued in the usual 'Hands on' fashion of manual counting and

massive confusion, race two Heats only, white-to-yellow, blue-to-red, ten lap Heats and a lot of shouting, but as we've done it this way for twelve years, nobody really noticed...

What was now the First Event ran one of the most popular Classes of 2004, Nascar Class Two, flat silver mag, inline motor. Being the heaviest cars to run that night, nobody really noticed the throttle situation as we were all running flat chat, as local lad Laith Cunneen showed when the #18 *Bobby Labonte Interstate Batteries* entry he was driving hammered Nick O'Sullivan's #20 *Tony Stewart Home Depot* Pontiac, along with Chris Uttley's #10 *Johnny B Valvoline* entry and Rod Clarke's #14 *Conseco* car for a good start to his nights campaign with two wins from two starts. My bid for a spot in the semis also got off to a good start, the *Tony Stewart* car I drove getting a run on and lapping Big Pete's #20, then hunting down Liz's #99 *Jeff Burton Exide Batteries* entry, before being blocked by Steve Drury's *Home Depot Pontiac*, and settling down to bring home an easy victory in the first Heat. The second Heat had the same result as the first, with the exception being the competition was tougher on different lanes.



### **Drivers briefing before the Big Race!**

The racing was tougher in the other two Heats, Takefuji's #17 *Matt Kensit's Dewalt Pontiac* trading victories with Secondis' #36 *Ken Schrader M&M* vehicle, with Host Brads #20 car snapping at their exhaust pipes the whole time... And the final Heat was a ding-dong battle with all four drivers, Eric, Andrew, Nicholas Drury and Mike 'O' trading positions across the twenty laps of both Heats, with Mike

ultimately rising to the top of the pile with a first and a third, one point ahead of the others.



### **On the Grid!**

As the next Event involved F1 Class five-bevel or dot mag, lightweight open wheelers, all racers as they hit the track were immediately struck by how differently the cars were handling. All of a sudden you had to use about 95% throttle for most of the lap and with the brakes in operation it was like travelling over ice with the handbrake on and the tacho pegged in the red... What resulted was you had to charge up to the corners flat stick, finger off the trigger at the last possible moment and hope like hell you timed it right. Then stomp the throttle as soon as you could out of the corner and off down the next straight... As a spectator it was great to watch the concertina effect of the cars on the track, and the tension on the faces of the racers as they fought for control.

This was a remarkably even class, as the figures show that no one racer dominated his Heat, the best anyone could manage was a first and a third.

I squared off against Mike 'O', brother Steve and Chris Uttley in the first Heat, and got absolutely hammered for my troubles, Mikes Minardi leaping off the start line, leaving a pair of single seat racers and a McLaren test car floundering in his wake. I quickly realised there was no hope and turned this Heat into a test session, hoping to do better in the next. Meanwhile Steve and Chris (who had the McLaren) fought out a tense battle for second, neither giving an inch throughout the race, with Steve's SSR claiming a narrow margin at the finish. The second Heat was a complete turnaround as, having learned my lesson (and

how to drive the car) I leapt off the line with everyone else and slowly built a margin, which was maintained to the flag, steering clear of the squabble for the minors, Steve once again second, with Mike coming in third and Chris fourth.

The Brothers Drury went head to head in the following set, Steven driving an Avon sponsored SSR, Nicholas a Firestone vehicle. Chasing this pair was Host Brad with an Mp14/4 McLaren and Nick 'O' campaigning a Honda Indy. The Brothers are developing a rivalry typical of sibling racers, and has the effect of making you a keener and better racer. Steven took out the first Heat, Nicholas the second, with Brad being consistent with a second placing in both heats. The fourth set involved a pair of Jordans taking on Single Seat Racers, with the single seaters of Eric and Mick taking the honours over Liz and Rods Jordans.



*The Mighty NASCARS!*

It was with relief, as the GT40's hit the track everyone realised they were not really affected by the conditions and you could drive more or less normally. Why? I don't know, maybe the lightweight sidewinder short wheelbase was perfectly suited to the conditions. The result, great racing! Steve Drury, driving a black #2 car traded laps with Mick Waites Gold #5 version in a dynamic display of paint swapping across both Heats to come out even stevens with one win apiece, while I scored a double, being too strong for Chris Uttleys White 40', who was hard pressed by Takefuji all the way. Host brad stayed in contention with a first and a third, for a tally of seven points in this Event, Trading wins with

young Nicholas Drury, who drove his black #2 car superbly in the second heat, putting his opponents in the shade. The last set involved Big Pete, Secondis, Laith and Mike 'O', and was a bun fight from the first lap. Laiths #5 GT swapped spots with the field in the first Heat, but some determined driving saw him prevail over Pete's black #2 car, followed by Mike 'O's Gold 40 and Steve's Footstinks vehicle. The next Heat belonged to Mike, who was too strong on the new lane, leading home Laith, Steve and Pete respectively.

This brings us to the V8's... Whatever it was about the conditions prevailing trackside was enhanced notably as this Class hit the track, and more than ever was the feeling of driving a car severely retarded in performance. The challenge was thus thrown down to the drivers to overcome by adjusting their individual techniques, and there were varying levels of success across the field, depending on which lane you raced on. It's not that the cars were slow; it was just that they pulled up so damn quick and gave the continuing impression of having the handbrake locked on that made them such a challenge to race...



*GT's in Action!*

Nick Drury was the first to overcome the restrictive conditions with a *Dick Johnson Shell Falcon*, overpowering his competition in both Heats, leading home dad Pete's *Marcus Ambrose Pirtek Ford* followed by Mick and Chris Respectively. The next set involved Steve Drury, Mike O'Sullivan, Rod Clarke and John Corfield, and once again a Young master Drury showed

up the more fancied competition with a dominating display, driving a *Garth Tander Valvoline Cummings Commodore* with such authority and surety I mentally tagged him to be one of the favourites for the final. The two Falcons and the other Holden arrayed against Steve had no chance in either Heat, as all they saw was exhaust pipes as he drove away from them or the front splitter as he came up to lap them.



From the moment I pulled away from the start line in my first Heat against the *Russel Ingal Castrol Commodores* of Brad and Eric, and the *Craig Lowndes Cat Ford* Laith was racing I knew I had an unhappy Holden to deal with, and struggled to come to terms with not only the cars performance but a pair of hard charging Cunneens as well, the Host's working out quite quickly their own strategy for dealing with the track conditions. By about lap five I'd sorted out how I was going to drive and began accordingly, treating the throttle like a toggle switch and stinging it in short burst's out of the corners, getting the car settled before stomping the accelerator down the straights, and arriving panic stricken at the next corner feathering the throttle madly and trying not to De-Slot...As the race wore on this strategy was beginning to have an effect and with a bit of luck (both Brad and Laith had come to grief under the bridge) I found myself at the head of the pack to take an unexpected and nerve wracking win, closely followed the hard charging Brad and laith. Eric, on the other hand was one of the poor soles who could not come to terms with the Raceway, and was lapped in multiples by the entire field...

The final set of the preliminary rounds involved the *Pirtek Ford* of Nick O'Sullivan; the *Russel Ingal Havoline Falcon* of Andrew Waite, a *Cat Falcon* driven by Liz and the *Dick Johnson Shell Ford* campaigned by Steve Terry. With the dropping of the green flag they roared off and within a couple of laps it was clear Steve had worked out his car, the Helix Falcon building a comfortable lead over Liz in second place, as Andrew and Nick 'O' Squabbled over third, with Andrew ultimately prevailing. The second set started the same way but at half distance 'Dick' ran out of puff! (Steve's words) and was nearly pipped by Liz, making the best of an opportunity. This time round Nick 'O' had the better of Andrew, his Pirtek car grabbing third spot.



### The V8's in the Semis

The top eight point scorers from the qualifying rounds were to go through to the semis, and the finishing order was:

Sid Terry	- 36pts
Steven Drury	- 31pts
Laith Cunneen	- 28pts
Steve Terry	- 27pts
Mike O'Sullivan	- 27pts**
Nicholas Drury	- 27pts
Brad Cunneen	- 24pts
John Corfield	- 20pts
Liz Waite	- 19pts
Eric Terry	- 19pts
Peter Drury	- 19pts
Chris Uttley	- 18pts
Mick Waite	- 18pts
Rod Clarke	- 17pts
Andrew Waite	- 11pts
Nick O'Sullivan	- 11pts

\*\* Mike did not race in the semis, proving he is one of the sports truly responsible parents by deciding that it was time for young Nick to be home in bed, instead of racing into the wee small hours, and so Liz took his place in the semis. For those readers noting equal points, a count back system was used to determine finishing positions.

For the Semis Heats it was decided to use odds and evens, which is qualifiers 1,3,5,7 for Semi One, 2,4,6,8 for Semi Two. Each Semi was to be ten laps per race, race on alternate lanes, with the top four point scorers to go through to the Final. There was no real prevailing logic other than to mix the top four and bottom four into two apiece for each Semi, as the top four point scorers out of the eight would go through...



**The Finalist's**  
*Brad, John, Steve and Sid.*

The first Semi consisted of Myself, Laith, Nicholas and John. Nicholas, who'd had such an easy time of it in the V8 Preliminary round, suddenly found himself under the hammer against experienced Grand Prix campaigners in John and myself, and was indeed found wanting as excitement got the better of him, as his driving was all over the place, De-Slotting everywhere and keeping the Lane Officials busy, as each De-Slot was accompanied by an excited shout of **"CAROFF CAROFF...K'MON! K'MON!!"**

With quite a few gesticulations thrown in! Laith also had that type of race, with no luck going his way, and ultimately throwing his throttle down in disgust at his poor performance. I, on the other hand, actually made it look easy, which is total

Cobblers as all I did was mind my own business, stay out of trouble, and in the slot. Takefuji on the other hand, was the only racer to control his own fate, as he had to deal with the De-Slotting Nick and Laith, driving around or pushing his way tentatively through the carnage, while I never copped any of that, being on a clear part of the track at the time. The second Heat was the same, John being forced to deal with carnage and excited racers, me having Schuey's luck and missing all the excitement, out on my own. Mind you, I was still trying to get the handbrake off, as the car was as hard to drive as ever...

The second Semi was a tight affair, although it still had its hard luck story. This time Steven Drury was the victim, and although there was nothing wrong with his driving, every time there was a De-Slot, it happened to cross his lane and slow him down, making life difficult for him. Steve Terry and Brad Cunneen, on the other hand had only to worry about each other, til Brad fell foul of the traffic late in the race and allowed Steven to snatch an unexpected second place, which gave him a real chance of making his first Club Lines Grand Prix final... The second Heat, unfortunately for Steven, was not as accommodating as the first, and he finished a distant third, putting paid to his chance at a finals appearance. Brad went on to win this Heat, which gave him a spot in the Final, along with Steve Terry, who had finished second.



*The Finishing Order*

As previously mentioned the Semis draw had worked out well, with qualifiers 1,4,6 and 7 making the Final, and a couple of favourites missing out...

The Final was to be four Heats by ten laps, race on all lanes, the line up was; myself as top qualifier-10pts, Steve Terry-8pts, Brad Cunneen-7pts, and John Corfield-6pts.

I had Schuey's luck in the first Heat, as, having had to chase Steve's *Dick Johnson Shell Helix Falcon* and Brads *Russel Ingal Castrol Commodore* for most of the race, there was a pair of unexpected De-Slots to each racer, late in the Heat under the bridge, and all of a sudden I found my *Garth Tander Valvoline Cummings Commodore* a clear leader to take the honours in the first Heat...

...In the Second Heat I copped a dose of reality as Schuey obviously looked elsewhere and Steve's *Johnson Ford* blew my doors off, to leave me in a hard fought battle with Johns *Shell Falcon*, who got the upper hand late in the race, and left me in an even fiercer battle with Brad, who was pipped on the line into fourth spot...

...The third Heat was a cracker, with all racers level pegging in the opening laps, but, as the Heat wore on, it was Johns *Dick Johnson Shell Helix Falcon* that started to dominate, the Ford at home on that particular lane (one of the middle ones) and slowly but surely putting me, Steve and Brad out of contention, and setting up the final Heat to be something special...



...Going into the final Heat there was only one point separating the top three, Steve and myself equal on ten points, John one point behind on nine and Brad now well and truly out of the running on four points, but could still prove to be a spoiler as he would no doubt feature in the traffic as the race wore on, if there was some

passing to be done. The Cars were placed on the grid, Brads *Castrol Commodore* on the outside, or red lane. On his immediate inside was the *Shell Ford* of Steve, on the yellow lane. Johns *Shell Ford* was next on the blue while my *Valvoline Commodore* filled the grid, being on the inside, or white lane. As we were involved in the tightest and toughest Club Lines ever run it was vitally important to get a good start in the ultimate Heat. John did just that, leaping off the line as if the mother of all Tax Audits was after him, leaving three stunned taxpayers who looked like the mother of all Tax Audits, floundering in his wake, had caught them...

...A good fraction of a second later the taxpayers recovered from their shock...and as I tramped the throttle and moved off the start line, and headed into the first corner, I was aware I had muffed the start yet again, and would not be getting any phone calls from Sir Frank to partner Mark Webber in 05'. The first corner was a left hander, and dubbed the first of Brads nasty corners, as from my perspective on the inside lane, it was an inner curve followed by a quarter straight, then another inner, that made for a really disruptive flow through the corner under these conditions. After negotiating the first turn I was immediately faced with a big 180-degree right hand sweeper, and trailing John and Steve, while just leading brad, traversed it into a very short straight before entering a standard right hander, which led to a short straight at the bottom of the circuit...

...One lap later I had closed in on Steve marginally, but was still hounded by Brad as we exited the bottom straight into another standard right hander, and entered the front straight, which climbs gradually to a height of about ten inches by the end...

... Two laps later, still treating the throttle ruthlessly like a toggle switch, I approach the end of the front straight and set myself for what was to me the most important corner on Brads circuit, the second of his 'nasty corners', this one a right handed version of the first turn. What made this an important turn to me was the fact it entered into the best set of esses in NSW's calendar...

...On lap six the essess, that alternate about six times while going down hill, finally claimed John, who was by now being hard pressed by Steve to maintain his lead, and barrel rolled the rest of the way to the bottom turn, allowing Steve and I to pass, and once again join in our own private battle for slot car dominance. As John rejoined the race in third I suddenly sensed Steve's Ford was once more running out of puff (which he confirmed to me after the race) and I pushed my Commodore to its limit, hoping for an error to give me the lead...

...Lap seven gave me my chance, as, pressing Steve for the lead he also came to grief in the essess, (by some really good marshalling, he was placed back on the track in front of John and continued as though nothing had happened) allowing me to pass into the lead in the third of brads 'nasty corners', this one a left hander that led onto the back straight, that had a 'Y' chicane in it to make life interesting! Ending in another standard left hander, followed by another very short straight that ended in the final turn, a blind left-hander nestled under the bridge, before entering the finishing straight...



*Note the personalised Club logo*

...I continued to lead Steve and John throughout lap eight, but toward the end of which I realised Schuey had clocked off and gone home, leaving me on my own, and running on empty. I had backed off slightly at the start of the final lap, to avoid any chance of a win destroying De-Slot, which Steve and John saw instantly and redoubled their efforts to catch and pass me. When I tried to respond and maintain the gap I found I couldn't, and could only watch helplessly as the two Falcons remorselessly

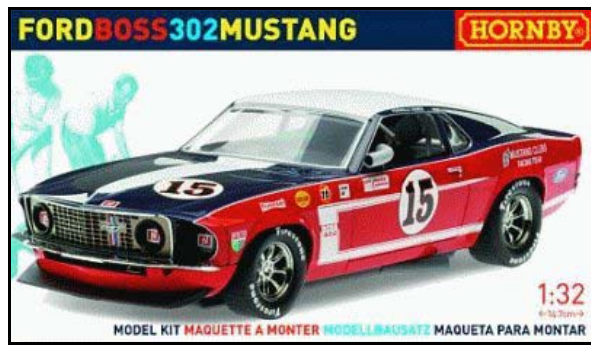
closed the gap as the lap wound down, catching my Commodore hand over fist, but, with one last bit of luck I got to the essess first, and once more feathering the throttle like a man suffering a seizure, got through ok while both Fords were a bit tardy, and led them around under the bridge and across the finish line about two standard straights ahead...

*Thump! ThumpThump!!...Thump! As the pounding rhythm of my racing pulse roars in my ears the thought crosses my mind that I don't have to waste money on a stress test, just go Slot Car Racing!!*

When my heartbeat returned to something my Doc would be happy with and the sweat begins to dry on my forehead, I can suddenly enjoy the fact that I have won the Club Lines Grand Prix, and I turn to Steve, John and Brad, to thank them and congratulate them for their efforts during the race, for it was no ordinary race, with the toughest conditions I've ever raced under, against some really first class competition,, and that fact makes the win all the more special.

After the presentation, speeches, and a special "THANKYOU!" To Brad and Family for Hosting the Event, cleanup had been done and we were loading the car for the return journey to Guildford, one final thought occurred to me, "I'll Never Be Scared Of The Lightweight Mountain Again!"  
Cheers,  
*Sid Terry.*





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## PRINCES PARK: A HISTORY - Part IV

All the switches are set to the forward position so that the cars will be running in what is generally an anti clockwise direction. With the cars on the grid under the start gantry (which stands just beyond the flat level crossing) we wait with baited breath for the light sequence to run it's course. Double Yellow...Double Yellow...Double Yellow...Red...Green and we're off, **DOING A LAP, at Princes Park.**



*Off the Start*

With engines screaming you jump forward leaving the start gantry and the short pit straight behind you and blast into the first left hand "Grandstand" corner which opens into the bottom straight under the bridge. You grit your teeth as you fly down the straight trying to beat your opponent into the first of the "y" chicanes at the end of the straight which leads into a left hand 90 degree corner chicane and then into the Goodwood chicane.



*The Tunnel "Y" chicane which leads into the Goodwood Chicane*

Through the Goodwood chicane you rocket with the car swaying from side to side with the sudden changes of direction and then into another left hand 90 degree corner chicane which opens out into a "y" chicane and then it's immediately off the throttle as you enter a very short straight and heavy breaking zone as you get set to take a low speed 180 degree left hand hair pin.



*Approach to the Hairpin*

Through the hair pin and it's smoothly back into the throttle down another very short straight and then its into a large 180 degree medium speed right hand sweeper which once again leads into another very short straight before bending slightly around to the right as you get set to go thundering across the flat level crossing for the first time! Across the crossing you roar and then it's into yet another y chicane which leads into a left-hand chicane corner before climbing up the chicane bridge ramp.



*The "UP" ramp*

## NSW Racing Calender 2005

Halfway up the ramp you come out of the chicane straight and into a y chicane before turning left into a 90-degree standard curve. From this point it's flat to the floor as you go tearing away down the main elevated or "top" straight. At the end of the straight it's hard on the brakes again as you come tearing into a 90 degree left hander before plunging down the second ramp and into another 90 degree left hand turn.



*The "DOWN" ramp*

This leads onto a short front straight and then into a small series of esses which bend to the left before you once again go thundering across the flat level crossing for the second time. It's here that you blast your way under the start gantry to finish your first lap!



*The "ESSES" with the Flat level Crossing and Start/Finish Gantry in the distance.*

Steve Terry

**5<sup>th</sup> February 2005**  
**Princes Park**  
**Host: - Eric Terry**

**5<sup>th</sup> March 2005**  
**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**

**18<sup>th</sup> June 2005**  
**Southside Speedway**  
**Host: - Brad Cuneen**

**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)**

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.

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***NSW RACING***  
***PRESENTS***  
**THE NEXT EVENT**  
**AT**

**ROBERTSON RACEWAY**

**HOST: -** RODNEY CLARKE  
**RACE DATE: -** 5<sup>TH</sup> MARCH 2005  
**VENUE: -** ROBERTSON RACEWAY

**RSVP: -** 25<sup>TH</sup> FEBRUARY 2005  
**CONTACTS: -** SID TERRY PH 9769 – 1925 AFTER 7PM  
STEVE TERRY PH 9864 – 8616 AFTER 7PM  
E-MAIL SLARTIBARTFAST@OPTUSNET.COM.AU

- NINCO CLASSIC
- SCALEXTRIC LE MANS CLASS 2
- SCALEXTRIC LE MANS CLASS 4
- SCALEXTRIC LE MANS CLASS 5 AND NINCO LE MANS CLASS 7
- SCALEXTRIC V8S

**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

**2MINUTE/HEAT**  
**CONTINUES RACING**  
**4 HEATS/EVENT**  
**2 BLACK FLAGS = 1 LAP – TOTAL LAPS**  
**RACE LEADER HAS RIGHT OF WAY IN**  
**CHICANES AND CROSSOVER.**

**TRACK OPENS 3.30 PM. 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.**



## Porsche Boxster and the Audi TT



The Porsche Boxster and Audi TT have once again proved that Scalextric have all the right stuff to be able to manufacture high quality models at a very affordable price! Although formatted along the “X” Car type of model (ie bare, basic and no thrills!) they have produced a very quick, smooth and robust all round package.

Priced at \$28 each from Armchair Racer the cars come in a package that is also no thrills but which is, for the uninitiated, a bit of a Rubik's Cube to open! It is comprised of sheet plastic which is bent and folded in such a way as to suggest that there is somebody in the Sales Department of Hornby Hobbies who is overly fond of Origami! Having figured out that yes, the box does have a flap that can be opened and yes, there is a right end and a wrong end, it was time to get the cars out and give them some air!

## The Audi TT



## The Porsche Boxster



Both cars are moulded in the same fashion as the Aussie V8's with one piece upper body shells, painted screens and no drivers pan. Moulding is of the same high quality as that of other models produced by Scalextric with no visible signs of flashing. Moulded mirrors also insure that they will not part company in a big shunt. Both cars have nice clean lines and are pleasing to the eye. Funnily enough, however, all the people I've spoken to about these cars like either one or the other... It seems I'm the only racer that likes both!! Nicely finished with crisply printed head and tail lights and well defined screens sees a couple of cars that will not look to out of place on any ones shelves!



*Rear end of the Porsche shows the printed tail lights and a nice rounded shape.*



***Rear end of the Audi showing the same amount of detail as the Porsche but with the added extra of hollow exhausts!***

Onto the track what a surprise! These things are quick. Not only that, they stick like glue to the track! They are a very fast, quiet and extremely well handling car. Quick of the mark with lots of “oomph” they accelerate very smoothly and a very sure footed. They have a defined limit when cornering, but it is so high that even the most ardent “Victory or Death” racer will be impressed with just how hard you can push these cars into a corner! Having found the limit, however, expect to see some impressive gyrations when these cars come a cropper. Tough as old boots as well (I’ve already had one kiss the concrete and come away with nothing more than some tiny pockmarks in the paint!) and extremely well matched, these cars are built for close racing and to excite!

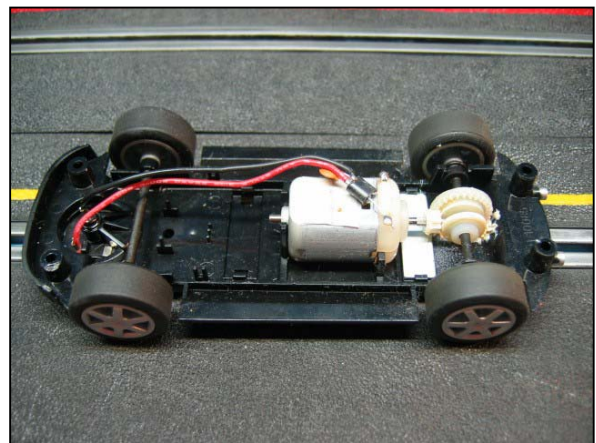
Applying the tilt test to the cars to check the magnet (this is done by placing the car on a standard piece of straight track and slowly inverting the track until the car either slips or falls off) found the car beginning to slip when the track reached a tilt of about eighty degrees. A strong magnet, but by no means a fridge magnet, so once again a well thought out car.

Running the same size tyres and rims on both models front and rear simplifies the spares issue, although whether or not spares will be available is another matter! Tyres and rims are well finished and fitted to the rims the tyres are nice and round and are not deformed by moulding flaws or sprue marks.

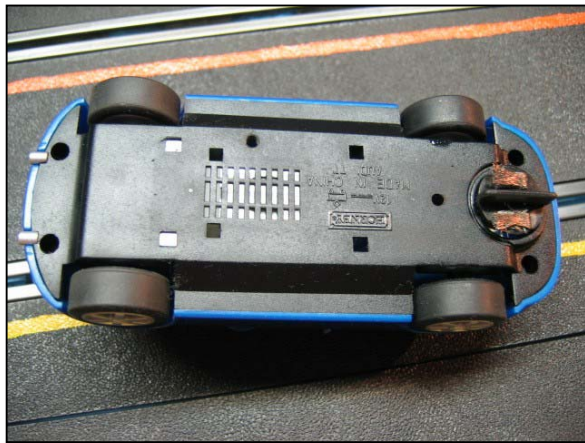


**A shot showing the rim and tyre of the Porsche. Although basic in design and slightly different in pattern to the Audi, there is still a fair amount of detail, and the overall finish is excellent.**

Another feature I found impressive was how easy they were to pull apart. Four screws, which are well positioned and readily accessible in the underpan and hey presto, there it was in two pieces. No tricks, gimmickry or convoluted and involved mating of parts here!



With the underpan off there was revealed an in-line rear mounted motor complete with flat silver magnet in attendance, a fixed front axle (which is a far cry from the old days where the axle was allowed to travel and tilt in very alarming fashions!) and a standard rear axle set up. Also fitted to the cars is the new (ish) round guide plate assembly.



**Underpan of the Audi, as with the Porsche it is a nice neat fit.**

Overall a very impressive offering by Mr Scalextric, who has once again supplied the masses a car that embodies the best traits of performance and durability with the keeping of affordability and above all else, supplied a couple of cars that are an absolute gem to drive!

Steve Terry



## Overall Dimensions

### Audi TT

<b>Bearings</b>	Plastic
<b>Front axle width</b>	56 mm
<b>Front tyre diameter</b>	22 mm
<b>Front wheel width</b>	9 mm
<b>Gear ratio</b>	9/27
<b>Guide Blade: -</b>	Black, round fixed system with quick-change braid plate.
<b>Magnatraction</b>	
<b>Magnet: -</b>	Rectangular, 2.5mm
<b>Motor orientation: -</b>	In-line, Rear wheel drive.
<b>Motor</b>	Mabuchi-S, 18,000 rpm
<b>Overall length</b>	127 mm
<b>Rear axle width</b>	56 mm
<b>Rear tyre diameter</b>	22 mm
<b>Rear wheel width</b>	9 mm
<b>Weight</b>	68mg
<b>Wheelbase</b>	74 mm

### Porsche Boxster

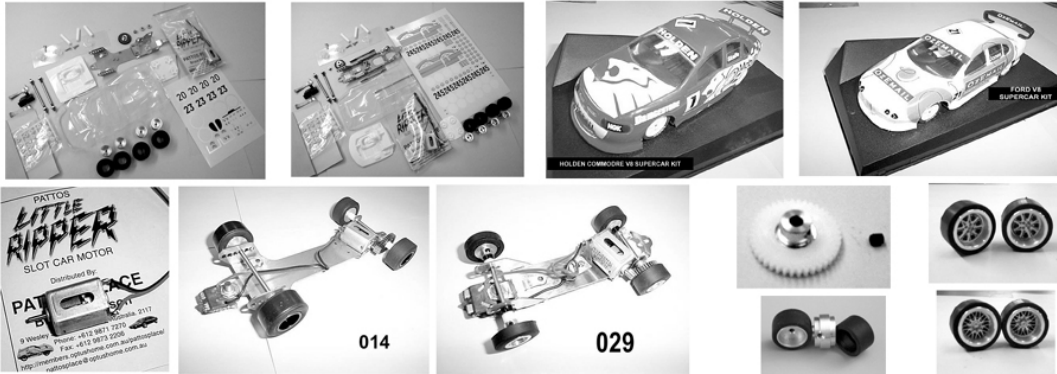
<b>Bearings</b>	Plastic
<b>Front axle width</b>	56 mm
<b>Front tyre diameter</b>	22 mm
<b>Front wheel width</b>	9 mm
<b>Gear ratio</b>	9/27
<b>Guide Blade</b>	Black, round fixed system with quick-change braid plate.
<b>Magnatraction</b>	
<b>Magnet</b>	Rectangular, 2.5 mm
<b>Motor orientation</b>	In-line,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

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