



# Club Lines



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

### **www.scalextricaustralia.com**

**In the spirit of friendly competition and mutual co-operation**

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## Club Lines Formatted Page

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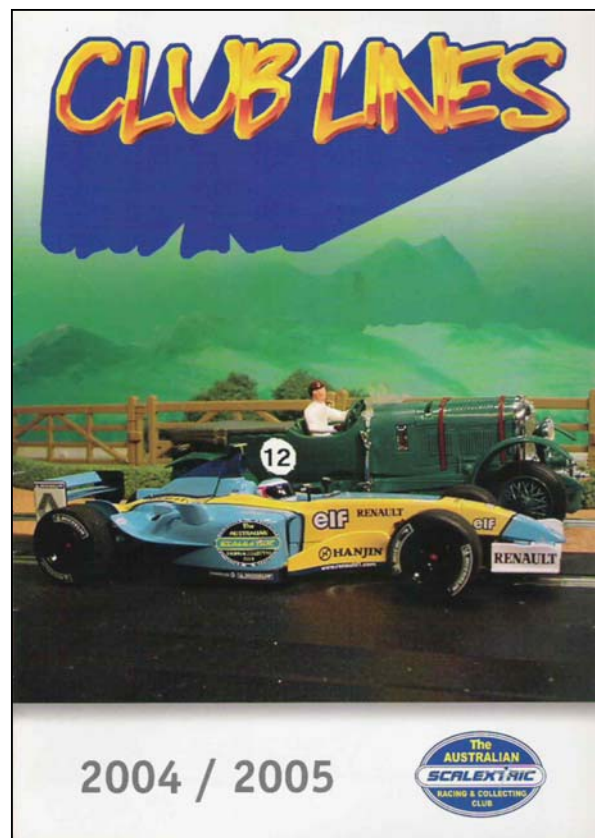


Cut off date for the newsletter is the 15<sup>th</sup> of every month.

## Editorial

# Club Lines

Like most newsletters Club Lines thrives on member input and the most successful magazines and the most entertaining ones to read are the ones with a high contribution rate from it's members. Articles can be of any content relating to the plastic fantastics even if it's about your best find or favourite car, favourite track, a race report, most memorable moment or car review. Articles do not have to be long and in fact some of the best articles are no more than a column in length. With this in mind all members are invited to submit articles that are a good wholesome family read and more importantly for the contributor, fun to write!



# Club Lines

**YOUR MAGAZINE**



# ARMCHAIR RACER

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Issue 1354

OPEN 7 DAYS

for the latest released slot cars

May 2005

## DRIVING THROUGH HISTORY

### **Juan Manuel Fangio**

Argentinian born son of Italian parents, Juan Manuel Fangio, or as he was to be later known as, the *Maestro*, did not begin racing in Europe until the age of 37. Although a late start by today's standards, he was to drive at the premier level until his retirement 10 years later.

During a career which was to gain him 24 Grand Prix wins to his credit Fangio, was to take five world championship drivers titles and drive for four different manufacturers in the shape of Ferrari, Maserati, Alfa Romeo and Mercedes Benz.

After doing his "apprenticeship" before the second world war, and winning the "Gran Premio Nacional del Norte" – a 6000 mile long race from Buenos Aires to Lima in 49, he was sent that same year by the Argentine Auto Club along with a full team to Europe to compete with the new Maserati 4 CLT. He became an instant success winning races at Albi, Monza, San Remo, Pau, Marseilles and Perpignan.



*Scalextric's 250F Maserati that Fangio drove in the 1957 German Grand Prix.*

Driving for the Alfa works team and contesting the first of the FIA's world championships he threw down the gauntlet to Nino Farina in 1950, winning the Monaco, Belgium and French Grand Prix's. It was not to be, however, with that first inaugural title eluding him. 1951 saw a change of fortune though, with Fangio winning three grand prix

on his way to his first of five world drivers' titles.

1952 was a difficult year for Fangio. With the retirement from the sport of the manufacturer Alfa Romeo, Fangio had a drive with both BRM and Maserati, but unfortunately he broke his neck in an incident at Monza. Back in the cockpit for Maserati he contested the 53' season and, having started for Maserati in 1954, switched to Mercedes Benz when they entered the fray, having signed to transfer to the great German team when they were ready to contest the championship. It was a successful partnership, with the Maestro immediately winning the French, German, Italian and Swiss Grand Prix's. The Fangio driven Mercedes of the 1954 season showed all its competitors a clean pair of heels, winning six out of eight championship rounds contested that year. 1955 saw him once again behind the Mercedes steering wheel, winning a second consecutive championship. With nothing left to prove having won all it needed to, and, after the disaster at Le Mans which killed 81 people, Mercedes withdrew from the competition.

His plans of retiring with the German manufacturer were short lived, however, as Mr Ferrari stepped in and offered him a deal for the 1956 season which he accepted. Replacing Albert Ascari who had been killed in an accident, Fangio went on to win his third consecutive title by winning three races and finishing second in all others of that season. The Fangio/Ferrari partnership did not last though, with the Lancia-Ferrari D50 being tricky to drive, and Ferrari and Fangio not co-habiting very well together.





1957 and Juan Manuel was back with the second love of his life, Maserati. Driving the lightweight works Maserati 250F he was able to win the Argentine, Monaco and French Grand Prix. He saved the best for last though! The winning of the 1957 German Grand Prix is immortalised in history as one of the best drives by any driver in the modern F1 era.

That extraordinary performance at the Nurburgring was a display of tremendous driving skill, being brought about as it was by a disastrous refuelling stop mid race. Having lost the lead to the Ferrari's of Hawthorne and Collins, Fangio was able to tear the lap record to pieces time and again on his way to retaking the lead. It was in this grand style that he was able to win the race along with his fifth title, this making it four in a row!

In 1958, at the age of 46, Juan Manuel Fangio retired after winning the French Grand Prix at Reims.

During his illustrious career Fangio had driven for four different teams – Alfa Romeo, Maserati, Mercedes and Ferrari. From 51 race starts he had 5 World Titles to his credit which included 22 wins, 31 podium finishes, 29 pole positions and 23 fastest laps.



In 1990 Juan Manuel Fangio was conducted into the International Motorsports Hall of Fame.

## **LETTERS TO THE EDITOR**

Chris Uttley writes: -

Dear Editor,

One of the many reasons for joining a club such as ours is to meet new like-minded people. Occasionally you come across an individual who greatly exceeds your expectations. One such person is Jim Berry from Armchair Racer.

Recently I hosted a club event at my home. Unfortunately I discovered quite late in the day that I was missing the power supply and hand controllers for my track. I was able to contact Jim who returned to his shop after he had closed it for the day and provided me with the missing components.

This is definitely 'above and beyond' behaviour and I offer my sincere thanks to Jim for getting me out of my predicament.

Yours sincerely

Chris Uttley  
Hunters Hill

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*Dr Who pops into Russell Raceway to see if the Daleks are giving track owner Andrew Moir a hard time!*

## Porsche 917-022, The Steve McQueen, "Le Mans" Movie Car



This 917, chassis # 022, was purchased in 1970, from the Porsche factory, by Solar Productions. This is the movie production company that was owned by Steve McQueen. It was also the company that would bring the movie "Le Mans" to the big screen. This is the car that McQueens character, Michael Delaney, starts the race in, and "crashes" late in the race, "writing the car off." The car that was crashed was really a Lola T-70, painted and rebodied, to look like a 917 (the T-70 was a cheaper alternative to write off, than the 917). Many innovations in cinematography were first tried in this movie. They even went so far, as to weld brackets to the front frame work of the 917, so they could mount a camera to shoot Steve, and the other drivers, in the cockpit. The brackets are still on this car.

After the movie was finished, the car was raced a few times, and then sold to Brian Redman. Brian sold the car, in 1975, to friend, and Le Mans winning 917 driver Richard Attwood. Richard ran the car sporadically, in European historic racing events, painted up like the 1970 Salzburg 917K, which is the car he drove, with Hans Hermann, to give Porsche its first overall victory, at the Le Mans 24 hour race.

Richard finally decided to sell the car, in 1999, at the RM auction in Monterey. Before putting the car up for auction, he repainted it, to the colors that it was most famous for wearing, even, if only in a movie. The car was purchased by longtime Porsche collector Frank Gallogly. It has joined us, at Gunnar Racing, in our museum, next to Franks other 917, the Martini and Rossi car that won Sebring in 1971, with Vic Elford driving. It is a real treat to see the car that so many of us have watched in that infamous

movie. You can almost picture Steve McQueen, as Michael Delaney, in the cockpit.



Here is the view of the car from straight on. This is probably the most traceable history 917 there is, having only been owned by 3 people, before Frank Gallogly bought it, last August.



In this photo, you can see how none of the things that distinguish a Gulf 917, including the side marker light or rear electrical "cutoff" switch are evident. The car was painted in this livery for the movie "Le Mans," and was never raced in Gulf Oil colors.





You can see the rear center wing has been added to the tail of this 917K. There were many different tail configurations on the 917K, depending on where they were racing. This was to help with more rear down force.



With this view, you will notice that the rear fenders weren't flared nearly as much as those on many of the other 917s. This is probably due to the fact that this car saw limited racing activity. This car is very near the configuration that it would have left the factory, in 1970.



This is a view inside the front footwell area. The camera mounts are still visible from 1970. This is where a framework was built, for the camera, that would shoot the drivers, while driving the 917 on the track. A real piece of movie and racing history, right there.

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## **Scalextric on summer holidays** **By Nic O'Sullivan**

It is a rainy cold day in Forster. It is supposed to be hot and sunny. It is the end of December, we're supposed to be getting sunburnt on the beach, what the heck is happening?

Kids are supposed to have fun in the holidays!

Aunty Marg calls by and says she has a surprise... Mmmm, it could be a hoax, you know what Aunties are like, Oh well, might as well play along, there could be an ice cream in it for me. Off we go for a drive through the light industrial estate behind the shopping malls on the south of Forster.  
This can't be good??? ....

Just then, I see a SIGN.... It says,  
.... toys and hobbies.... Could it be???

YES, they have Scalextric cars and what's more, they have a new 6-lane track.  
Good old Aunty Marg!

Down to business. The track has just been completed by Geoff Maude, owner of "Toys and Hobbies", on the corner of Dalman and Boona streets, just off Kularoo Drive, South Forster.



**FORSTER**  
**New South Wales**

Geoff invites us in for a pre-opening look and before long we are running in some new "for hire" cars with him. We return the next day to buy some cars from him and get some complimentary free time on the track with our recent purchases.

You can see from the photos that this 6 lane is a complex, figure eight track. Geoff has it set up with lap timers for serious competition and variable power supply to allow youngsters to have a go without trashing the cars. The hire cars are Corollas with a stronger magnet, they are a lot of fun, so much so that I bought one and fitted a stronger magnet when I got home. We also ran a F1 Toyota that was like a blur, gave dad and I a sore neck trying to follow it. Next time we are up this way, we'll bring our own cars for a wider variety.

Think of all the positives, cheap entertainment, especially if you take your own cars, 6 lanes, which lets the whole family have a go, and best of all, it is in-doors so if its wet outside, you keep dry and if its not, you don't get sun burnt! Come on Mum, leave me here while you go to Woolies!

So where on earth is Forster? It is about 4 hours north of Sydney on the coast, good surf, fishing, shopping for the mums and now, a great Scalextric track, for the little boys and the big boys who like to think they are little boys..... by NOS...



Toys and Hobbies: Geoff Maude  
Cnr Dalman and Boona Sts (off Kularoo Drive),  
Forster, NSW Phone : 6554-8644



## COLOMBO RULES

### Part 3

Back at Ranjits place (see previous issue) the orange and white Wankels were quite remarkable to drive they really went like they were on rails! I still think most of the RX engined cars are fantastic to drive; the added weight gives so much pleasure. My favourite is the McLaren M9A which I used to race till recently but is now too valuable to run and so has been shelved forever. The RX minis were always a special event and boy...! Were they quick! I came to realise that there was such a thing as driving styles Ranjit was always fast and stayed on the track till the end. Saleem was fast but somewhat erratic. Darrell was reasonably quick and a multiple braker and was therefore a stayer. Tony and Nazir were copybook racers if there is such a thing? I think "Smokin Sid Terry", is a copybook racer and anyone who has had the ill fortune to race against him quickly finds out that Sid doesn't do very much wrong!

At the time I had to quickly learn, that on large circuits, one had to back off a little more often, than on small circuits to stay in the race. It took me a few races to learn that discipline.

Another valuable lesson was to always straighten out before accelerating down the straights. Emphasis is on smoothness. After deceleration, the transition to speed should be as smooth as possible. I have known drivers to drive in a jiggi jig style? They are the pits to watch! ie full blast or nothing!

Meanwhile back at the ranch, a blue Javelin and orange Electra were raced next and I won in the Electra against Tony White. What a thrill that was! My first win and certainly not my last! That win really spurred me on for the remaining races I remember driving a C17 Lamborghini like an absolute maniac! 'The tail wagging furiously at every corner and constantly banging against the other car which was a beautiful Renault Alpine A310 driven by the ace himself, "Ranjit". The two cars went all eight laps head of me. At the last corner I was on the inside and a car length in front, with my tail hanging out a mile Ranjit was discouraged in overtaking and we slingshot together down the home straight neck and neck, amazingly I prevailed by a whisker!

At this point the drivers were becoming a bit serious and had started to hit the Scotch and soda some hit the Arrack which is a local spirit a little bit like Scotch and has about 25% alcohol content. One of the chaps even brought his own boot leg jungle juice for everyone to try. A few egos were being battered now and the friendly banter had ceased, some of the guys had sweaty brows and were sipping their grog quietly. I meantime was offered Coke. Nobody got out of hand as such but that may be left to interpretation!

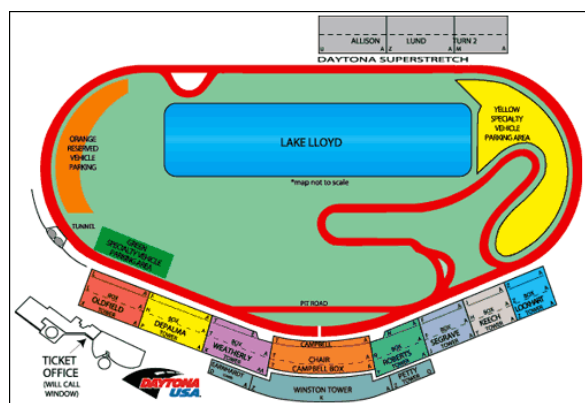
It was interesting to note the effect of time and alcohol on the men! Some started the night strongly and then faded toward the end some did the reverse and only Ranjit stayed the same. Ranjit won the night again! Saleem was second I cannot remember the other placing's besides the fact I came last. The last few races were desperate and furious, generally followed by exclamation: Oh shit...! Oh no...! I'll get you next time...! And not again! It was round about midnight when we finished. And in the cool of the verandah plenty of soulful discussions took place over a few more shots of Arrack as I packed my shoebox for the return trip.

My first race meet was fantastic I never missed another one till I immigrated to Australia in 1977.

To be continued...



## SPECTACLES, SPEED & HEROES - Daytona



While Indianapolis stands head and shoulders above the other tracks in history, the folk of Daytona Beach, Florida would like to believe otherwise. Though a comparative upstart in age, Daytona has become the Mecca for fans of the big NASCAR stockers.

The 40 kilometres of hard sand at Daytona Beach saw many of the great speed records of the 1920's set, where Henry Segrave clocked 203.79 mph (326 kph), somersaulted into the sea, survived intact and died later trying to beat his compatriot Ray Keech's mark of 207.552 mph (332 kph).

The first beach races of Daytona did not take place until the mid-1930's. Legend has it that Bill France, heading south for a new life in Miami in 1934, had his car break down on the way. He decided to settle in Daytona, raced there on the beach in 1935 and took over the promotion of the beach races in 1938. When the War ended, France and others set up NASCAR to organise stock car racing. This was a success but France had another dream, to build a great speedway. It took some time to raise the necessary cash but in October 1955 he leased 377 acres of swampland inland from the beach and set about building a superspeedway. Money remained a problem but by 1959 at a cost of \$3 million, the track was finally finished.

A 4km, anticlockwise Tri-Oval with the front straight banked to 18 degrees and the imposing East and West turns at 31 degrees, it was far beyond anything the NASCAR men had ever seen. The first Daytona 500 in 1959 was one of the greatest races in the history of a sport peppered with close finishes. Among the 59

runners at the start were NASCAR heroes, Lee Petty, Joe Weatherly, Cotton Owens, Fireball Roberts and Johnny Beauchamp. Petty, Weatherly and Beauchamp fought a tooth and nail battle at the front, constantly switching positions. Weatherly dropped back a lap but the three crossed the line side by side. Beauchamp was awarded the trophy. Three days later a photograph proved otherwise and Petty was given the cup.

Bill France's family continues to manage the track to this day. The Petty's did much to help although Lee went over the banking in 1961, ending his own career. His son Richard, who had been a runner at the first Daytona 500, won seven. 500's and three Firecracker 400's, the latter being the second annual NASCAR event at the track, held on Independence Day, 4th July.

Daytona also has a road chase laid out in the infield and it is this which is used each year, in conjunction with the banking, for the Daytona 24 Hour, a sportscar classic which began in 1966. Today it is one of the major events in the IMSA championship calendar.

Daytona is an electrifying place, crammed with people who have spent the nights before the races in the infield, partying till it hurts! The seating capacity is almost 90,000. To see a full grid of thunderous NASCAR's curling through Turn 4 on the green flag, with the ground shaking as 40 cars thunder by at 200 mph (320kph) just inches apart, takes your breath away.

To witness one of the Daytona's occasional high-speed pile ups is to be granted a preview of the Day of Judgement - so the locals say. Such is the violence of the accidents here that today the television cameraman, perched in the notorious "hole in the wall" on Turn 4, is clad in full baseball protection gear, in case of flying debris.

With the ever enthusiastic promotion instigated by Bill France in 1938, there seems little doubt that crowds will continue to fill the track at every opportunity because they believe there is no more exhilarating place for a racing spectator than Daytona.

Rod Holman

# ASRCC



## MEMBERS MOMENTS

**NAME:** ALAN QUINLAN

**MEMBER NUMBER:** 332

**OCCUPATION:** CLEANER (AT THE MOMENT)

**AGE:** 52 (THEY DON'T WRITE NUMBERS LIKE THAT ANY MORE!!)  
**COLLECTING SINCE:** 60's

**JOINED CLUB:** 1998

**FAVOURITE 10 CARS OWNED:**

1. FLY PORSCHE 917K C55
2. FLY FERRARI 512s LONG TAIL C27
3. FLY LOLA T70 MK3B C39 FRANK GARDINER
4. FLY PORSCHE 908/3 C63
5. FLY PORSCHE 908 FLUNDER LH
6. FLY FERRARI 512s BERLINETTA C24
7. FLY PORSCHE 917/10 A165
8. SCALEXTRIC SUNACO CAMARO

9. SCALEXTRIC LOTUS 16 (NOSTALGA)

10. SCALEXTRIC LOTUS INDY

**MOST DESIRED CARS NOT OWNED:**  
FLY BMW 3.0CSL (ALAN MOFFAT)  
FLY FORD GT (FRANK GARDINER)  
D TYPE JAGUAR (RACE TUNED)

**LEAST FAVOURED CARS:**  
SCALEXTRIC MERCEDES BENZ BLOB CAR  
FIRST SCALEXTRIC FORD GT

**HOW DID YOU FIND OUT ABOUT THE CLUB?**

I MET PETER BRIGGS AT THE GRANVILLE SWAP MEET – HE INTRODUCED ME

**WHAT STARTED YOU OFF IN SLOT CARS?**  
A FRIEND HAD A SET WITH LOTUS 16'S IN 1959 BUT I REALLY GOT STARTED IN THE MID 60'S WHEN ANOTHER FRIEND GOT INTO IT. **WHAT RACES WE USED TO HAVE!**  
PAUL KEARNS, HIS BROTHER, USED TO RACE FIATS AT BATHURST AND PAUL ENDED UP WITH ONE AS A ROAD CAR FOR A WHILE.

**FAVOURITE TRACK: CAN I PICK 3?**

1. MARK LAVERICKS (IT HAS EVERYTHING, INCLUDING A MOUNTAIN!)
2. PETER BRIGG'S (IT'S VERY FAST!!! 4 LANES)
3. PRINCES PARK (I LIKE DIORAMAS)

**MOST MEMORABLE RACING MOMENT:**

1. CATCHING SID TERRY ON THE LINE AT BRIAN REDMONDS. I WAS DRIVING AN XK120 (NINCO) AND SID WAS DRIVING HIS ITAI JOB TESTA ROSSA.
2. STEVE C-T AND ERIC TERRY RACE OFF WITH MINIS AT PRINCES PARK AT THE END OF THE NIGHT TO DECIDE THE WINNER OF THE HOMEBREW 1000 IN 2004



**BEST "FIND": MY OLD SLOT CAR COLLECTION AT MY BROTHERS HOUSE IN 2002**

**OTHER HOBBIES: PHOTOGRAPHY & MODEL MAKING.**

**COMMENTS:**

**EG. FAVOURITE CLUB ACTIVITY, EVENT, OR WHAT YOU WOULD LIKE YOUR CLUB TO DO ETC ETC. ENDURANCE RACING...IT TAKES ME A GOOD 5 MINUTES TO PLAY MYSELF IN...JIM BERRY RUNS THESE EVENTS WELL.**

## View Thru The Screen

Ever thought what it's like for the little plastic guy inside the car? Here Goes...

Lining up on the Grid, my head turns to the left and I peer out the window of my Home Depot Sponsored Pontiac, to see the number Twelve Mobile car of Jeremy Mayfield pull up along side, he too turning his head to look and giving me the thumbs up signal, before swivelling back to look up at the Starting Gantry. No Pace lap this time, a standing start as this is a street circuit, and I too focus my attention on the Gantry as the voice of my spotter sounds in my headset... "Get ready now, were going Green!" A few seconds of silence, then... "The lights are on!" I watch as a pair of amber lights begin to flicker along the gantry toward each other, they flash in sequence five times, getting closer each time before meeting in the centre above a pair of reds, that in turn are set directly above a pair of greens. The reds flash for a moment, go out, and the greens light up, accompanied by the voice of my spotter... "Green Flag! Green Flag! GreenGreenGreen!!" I drop the clutch, simultaneously flooring the accelerator, the car-leaping forward in a screech of burning rubber, the engine note rising to a scream, working up speed through the gears as we charge along the short straight toward the first corner.

"Car on your left!" my spotters voice warns through the headset as I set the car for Turn One. Halfway through the turn I risk a quick glance to my left; too see Jeremy's Taurus is handling the turn better and beginning to draw level as we exit the corner. Down the straight we race, neck

and neck, neither I nor Mayfield willing to yield as we approach the next turn. "Watch it!" the spotters voice warns me as we enter a Goodwood type chicane, my Pontiac cutting off the Taurus to maintain the lead. Suddenly, the rear of the car snaps to the right and as I grab opposite lock I realise I've not left enough of a gap and have been rammed by the Taurus, which threatens to push me off the circuit. Mayfield keeps the boot in, but the car straightens up as we clear the chicane, and the Ford driver shoots past into the lead as he's had a better run out of the turn

I floor the accelerator and the car charges after the Taurus, now a few car lengths in the lead. The next corner is a hairpin, and I brake as late as possible, standing on the pedal for all she's worth, hoping to make up some lost ground. Back on the power coming out of the hairpin, we race into a reverse sweeper, and now I've got the inside line. Easing off the throttle a fraction to get a smoother run thru the corner, I make up ground on the Taurus till the nose of the Pontiac is level with the rear bumper, and we continue this way through a slight right hand kink and into a short straight, heading for a crossing and the curving chicane beyond. Mayfield beats me into the chicane and I aggressively bump the Ford, causing it to heel dangerously to the right and nearly rolling the car. Instantly my spotters voice roars in the headset "What A Bonehead Move! What'd You Do That For?" Knowing I'd have to answer for it after the race I continue to harass the Ford driver thru the chicane and up the hill, into the left-hander where I'm forced to take the outside line by Mayfield.

We roar along the elevated straight, once more side by side, Mayfield's Taurus leading by a bumper, having again got a better run out of the corner, and now it's a battle of nerves to see who brakes first as we approach the left-hander at the End of the straight...

... "Damn!" I curse, as Mayfield wins the battle and out brakes me into the corner, I stomp the accelerator on exiting, causing the Pontiac's rear end to twitch to the right, loosing more ground, allowing the Twelve car a clear lead as we race down the hill towards the next turn. I take my chances with the left-hander, barely lifting off the throttle as the Pontiac rockets thru the corner, tyres squealing with the effort to

maintain grip. "*Take It Easy Now!*" the spotters voice warns as the car heels acutely to the right. The gamble pays off, and I close to within a car length of the Taurus as we race down a short straight toward the esses, and a great passing opportunity if I time it right. Mayfield sees what I'm about and responds, and then both cars are in the esses, rear ends whipping wildly back and forth in unison as weight is transferred from side to side.

Engine screaming, Tacho needle wavering near the red line, I exit the esses a car length behind Mayfield and chase him across the Start - finish line, under the Gantry. "*Lap One!*" the spotter calls "*Nine To Go*"...



ABRIL

**FLY** Car Model

2005

April

NOVEDAD NEW



PORSCHE 917/10

Ref.: A 163 / 88149

**PORSCHE 911 SC**



Ref.: A 963 / 88153

Ref.: A 904 / 88150



Alfa GTV

Ref.: A 992 / 88151



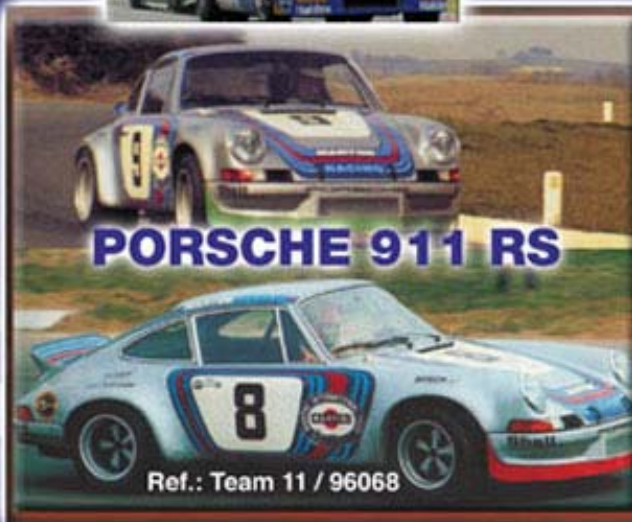
LANCIA 037

Ref.: Truck 53 / 08037



MAN

**FLY**  
GB track



**PORSCHE 911 RS**

Ref.: Team 11 / 96068

**MARTINI**



MAN

Ref.: ETruck 41 / 96066



Ref.: E 902 / 96067

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

**AT**

**SOUTHSIDE SPEEDWAY**

**HOST: - BRAD CUNNEEN**  
**RACE DATE: - 18<sup>TH</sup> JUNE 2005**  
**VENUE: - SOUTHSIDE SPEEDWAY**

**RSVP: - 10<sup>TH</sup> JUNE 2005**  
**CONTACTS: - SID TERRY PH 9769 – 1925 AFTER 7PM**  
**STEVE TERRY PH 9864 – 8616 AFTER 7PM**  
**E-MAIL SLARTIBARTFAST@OPTUSNET.COM.AU**

**5 EVENTS**

- 1. SCALEXTRIC FORMULA 1 – CLASS 3**
- 2. SCALEXTRIC FORMULA 1 – CLASS 5 (BEVELLED MAGNET)**
- 3. SCALEXTRIC NASCAR (SILVER MAGNET)**
- 4. SCALEXTRIC LE MANS – CLASS 4**
- 5. SCALEXTRIC V8 TOURING CARS**

**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**

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**4 HEATS/EVENT**  
**RACE LEADER HAS RIGHT OF WAY IN CHICANES.**  
**NON-PARTICIPANTS IN EACH HEAT TO BE TRACK MARSHALS.**

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

**SUPPER PROVIDED, \$5 DONATION REQUESTED.**



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## **WEBBER WATCH !!**



### **Round One – Australia**

The Williams driver was unimpressive in free practice on Friday, the FW27 having a fuel problem, and was conservative in the Saturday morning session, but lucked into some good fortune in the first qualifying session, with the unpredictable Melbourne weather influencing the make up of the grid. As the one lap shootout is based on finishing positions of the Brazilian Grand Prix last year, the Australian was one of the first drivers out onto a drying track and managed a respectable 1:36:716, which gave him third place on the grid, 3:546 seconds behind the first placed Renault of Fisichella. Then the heavens opened when Massa was on the circuit and lap times slowed dramatically, with most of the front-runners being affected, which allowed Webber to maintain his grid position.

Second session, Sunday morning, rain once more threatened the session but all was dry when the first car hit the track. Lap times were naturally faster, but because of the rain interrupted first session not too many drivers could improve their position on the grid. When Webber's turn came the Australian drove a neat, tidy and slightly conservative lap, and was the fastest driver of the session, clocking an impressive 1:28:279, and an aggregate time of 3:04:992 that briefly gave him pole position, but was pipped by the last two drivers, Fisichella's Renault gaining pole and Trulli's Toyota second.

During the race: The Williams driver had been working hard on his starts during the off-season, and got off the grid cleanly, maintaining his third place, but was caught off guard on the approach to Turn one by a rampaging David Coulthard, the Red Bull driver diving under the Australian into the corner, to snatch third. The Williams Driver counterattacks, harrying D.C over the

next few laps, attempting to pass on lap four, but is unsuccessful. Webber shadows Coulthard for the next twelve laps, and has a moment while attempting to pass on lap sixteen, and is forced to back off, once more shadowing the Scotsman. Lap eighteen Trulli pits in the Toyota, allowing Webber to gain third place.

Webber pits on lap twenty, stopped for ten seconds of fuel, and rejoins the race in front of Trulli.

Lap twenty-three, Webber up to fifth.

Lap twenty-nine, As Teams cycle through pit stops Webber improves position to third.

By Lap thirty the Australian is once again looking at a Red Bull gearbox, hounding Coulthard for position. Webber continues to hound D.C, filling the Scotsman's mirrors for the next nine laps, then pitting on lap thirty-nine, and rejoins in eighth place.

By lap forty-two the Williams driver has improved position to sixth place, and is under pressure from world champ Schumacher. On lap forty-three Schumacher comes together with Webber's teammate Heidfeld and both drivers exit the race, giving Webber a clear track.

Lap forty-nine and Webber is coming under increasing pressure from Montoya. The following lap the Australian is checked by Monteiro's Jordan, but manages to increase the lead over Montoya.

Personal best from Webber on lap fifty-three with a time of 1:27:04. The following lap another P.B with a lap time of 1:26:90.

Webber continues to hound Coulthard in the final few laps and finishes a few hundredths of a second behind the Red Bull driver to take a very solid fifth place and four points away from the first round of the championship.

All up a good start to the season, although Mark lost two spots on the second round of pit stops, dropping him to fifth, equalling his best finish with Minardi in his rookie year, but the future looks bright for the Aussie, and now all eyes turn to Malaysia in two weeks time...

## PINEGROVE CUP STARTS WITH A "BANG" IN 2005

As is becoming the norm in recent times a race meet in February at Princes Park is an open invitation to Mother Nature to come and play. Not only play, but also create general havoc, as a severe storm two or three years ago proved, leaving the area with out power for four days! This meet looked like being no exception with the storm clouds gathering early in a threatening manner! The opening of the track at precisely five o'clock was heralded not by bells and whistles but by a tremendous clap of thunder which had everybody ducking for cover. The track was promptly turned off! At this point the rain started in earnest. Bucketing down it began to swirl around which had Eric saying "look, the rains changed direction again" to which Sid promptly replied "What, you mean it's not falling down anymore??"

Sid got the look!

Luckily though, this year was to be different, as the storm settled for just scaring the hell out of us before wandering on north to create havoc proper some where else!

With the regulars turning up at irregular intervals over the next hour and a bit the first question asked was "is the power on?" It seems Mother Nature did a proper job in other areas!

With the gang all there it was time to get the show on the road. The first event of the night was to be Muscle Cars with the magnet removed.



*The Street Camaro puts in an appearance*

With the magnet removed the cars were a bit taily but they were an awful lot of fun to drive with most being thrown around with gleeful abandon. Most of the liveries were represented with probably the white L88 Corvette being the most numerous as well as the most successful. Peter Drury showed up with the Bob Jane sponsored Camaro and had a hum dinger of a race against John Corfield's white Camaro, with the lead changing several times before John finally fell foul of the high speed cornering, deslotting out of contention late in the race. This event was pretty much a mixed bag as far as results go with only Sid Terry, Eric Terry, Rob Thurlow and Steve C-T making it two wins from two races.

The challenge class for this year is the VW Beetle and as they have done precious little club racing since being released every body has been looking forward to it.



One of the early heats was between Mick Waite and Jesse Thurlow which ended in chaos as, after numerous attempts at the flat level crossing, Jesse was finally able to nail Mick on Lap seven. Although this brought an appreciative roar from the crowd it brought down the ire of the track marshal, who promptly gave Jesse a Black Flag. This is the first time that a race leader has been penalised at the crossing! He did get an "A" for effort from the crowd though! The next heat between Mick and Andrew Moir was just as exciting, but without the pre-planned carnage. Most of the heats were very entertaining to watch, thus proving that this was going to turn out to be a very good choice for the single car class, although some of the heats were very intense and short lived. Eric's loss to Sid was one of these, with Eric crashing out of the race well before the end of lap two.



It was about this time that John's blue Flower liveried Cabriole showed up with the two little plastic dudes in the front seat. He quickly explained that this was Bill and Ben, the Flowerpot Men, who were just out for a Sunday drive. As some of the crowd there were a bit to young to remember Bill and Ben (not that anybody was going to admit to watching them!) the car was quickly renamed "Queer eye for the Racing Guy"!



John's "Queer eye for the Racing Guy" Cabriole

Event Three "Road Cars" was next up and it is hoped that this year there will be seen a new challenger to take the road car crown from Sid Terry's yellow V6 Capri. Sid in the past has been damn near unbeatable with this car and few and far between his defeats have been. Although being a narrow bodied car and very twitchy, Sid picked the car on the grounds that it is Mabuchi powered, and, as a Mabuchi is a motor not to be reckoned with no matter what the chassis, he was determined to learn how to drive it. Although there were several who stood up to be counted in the hopefuls, Sid still went away with a pair of wins! Back to the heats and we saw a host of Porsche 911's with a sprinkling of MK1 Escorts, BMW 3.0L's and a pair of Rovers. Although the Rovers of Eric and Steve T came away with a suprising pair of wins apiece, Steve Colin-Thome was the only other racer to pick up a pair of wins driving a BMW 3.0L. Ed Chegwiddan got the encouragement award of the night when he placed his Bison liveried Datsun 260ZX on the track with the express idea of racing it! At this point Mick Waite came up with the quote of the night advising Ed after his second corner deslot thus "OLD CAR WITH NO MAGNET,

DRIVE SLOW". Ten feet and another deslot the amened advice came through... "SLOWER"!



Steve C-T's BMW 3.0L

About this time the call for the flat level crossing "Race leader has right of way in the crossover" was changed as the original was found not only to be long winded but a bit of a mouthful as well. Changing the call to a resounding "LOOKOUT" was not only easier on the tongue but it also got the excitement level up as well!



Mini Class Two was next which saw an increase in the pace of the evening. Although most of these cars were older than the cars in the previous event, they handle a lot better so generally they get more track time. Most of the cars there on the night were little crackers, which went extremely well with the RX motored cars showing the way. The early heat between Chris Uttley and Liz Waite was a very tight tussle with a lot of lead changes until Liz deslotted for the third time late in the race. The next heat of note

was between Mick and Lexie Terry. This was a tight tussle once again with numerous lead changes until Mick crashed out mid race. The next race once again featured Mick Waite but his opponent this time was Nicholas Drury, and what a ripper this race turned out to be! With both drivers trying just a little bit too hard lap four saw them both with a pair of deslots and Nicholas with a gap that was almost comfortable. It should have been all over by this point but Mick had other plans and succeeded in getting back onto Nicks bumper by lap seven where he stayed until the final lap when, tailing just a bit too close he over ran Nicholas in a chicane deslotting for the final time, giving Nick the win. Eric was next up and we were suprised to see that his normal "yellow terror" C7 type 3 had been replaced with the green type 1 he had recently acquired. Expecting it to go down (the yellow terror went like a rocket!) his new green machine first gave a hiding to Andrew Waite's hapless red mini before coming up against big Peter Drury's entrant. Peter was able to make Eric sweat in this heat but was unable to keep up the pressure, deslotting out of the race on lap six and giving E.T the win.



*The new love of Eric's life, the "green meanie", replacing his beloved "yellow terror"*

F1 Class 6 was the final event of the night and saw some very entertaining racing happen. The cry of "LOOK OUT" became the catch phrase of this event as one close call followed another till the flat level crossing began to look like the training ground for the Holden Precision Driving Team!

Probably the most entertaining race of the event was between Andrew Waite and Ed Chegwiddan. Andrew, with a Benetton B189 got an absolute blinder of a start only to muff it in the exit of the first corner deslotting and jamming Ed into the tunnel wall. The next lap Andrew nearly had the Benetton flying over the wall at the end of the top straight with a bit of youthful over exuberance. Luckily he was able to settle down and get into the groove, only then having to put up with just being missed by Ed at the flat level crossing. The inevitable soon happened and there was a big "yahoo" moment at the crossing, which got Ed a black flag and Andrew the win. All in all a very entertaining race. Rob Thurlow was next up on the podium beating Lexie's 018 Tyrrell with a Jordan that he had moved up from class five with. The 018 Tyrrell's of Team Terry were at their absolutely awesome best, dishing out hidings to their hapless opponents. The last car of the night to get a hiding was Liz Waites Lotus 98T at the hands of Andrew Moir's Ferrari 643 that looked as if Schuey himself was in the cockpit!

So ended the night with the top five being Rob Thurlow 5<sup>th</sup> on 42pts, Andrew Moir 4<sup>th</sup> on 44pts, Steve Terry 3<sup>rd</sup> on 48pts and in equal 1<sup>st</sup> on a perfect 50pts were Sid Terry and Steve Colin-Thome. Such is the quality of racing these days that the score of Rob Thurlow not even two years ago would have been good enough to win the night!

Many thanks to Eric for hosting the meet and to all whom attended for making it a very good nights racing.

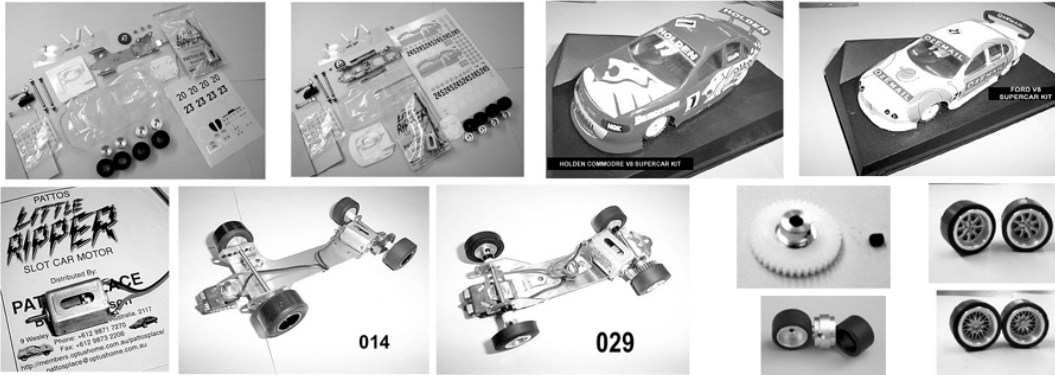
Steve Terry



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## 2005 Toy & Hobby Fair

Chris Poynter

Not March per usual, April rolled around and so finally did the annual Toy and Hobby Fair in Melbourne. Once again the major wholesalers of our desire were on show:

- Southern Model Supplies (Scalextric) – Peter Thompson
- A J Leeman Hobbies (Fly, GB Track, Ninco, Revell) – Andrew Leeman
- Zimbler (Carrera) – Jonathan Zimbler
- Toy Traders (SCX) – Bob Miller

Werner Wittsack of ACE Hobbies Import & Export was also returned with a comprehensive range of Platfit goodies and some wonderful Sakatsu 1/24 scale hard bodies.

Then there was the veritable who's who of the Australian retailing scene – too many to name – out to stock their outlets for us.

If displayed space is anything to judge the interest in slot cars, then I can only conclude that the hobby continues to grow. Cars, track, accessories, buildings, figures – the lot were on display. Considerable, wall, floor and shelf space was devoted to slot cars.

Digital was the key theme. Operating layouts from Scalextric, Carrera and SCX were there to attract prospective buyers and to be 'tested'.

Not content with attracting attention of big kids with little cars, Zimbler excelled by placing a 1:1 scale Ferrari on this display. Having negotiated the show car, what awaited was a tight and challenging, but lengthy Carrera track to test your digit (i.e. finger) lane changing skills as you raced around buildings, changing lanes in the process.

SMS also offered a substantial portfolio of MotoGP bikes to test on a second track, being a banked oval, and a veritable wall full of sets to choose from. Inviting wall decorations indeed.

Leeman's took a more subdued automated demonstration approach with an eye-pleasing layout – it attracted attention without incurring the idiot factor launching cars onto the floor.

Other vendors commented that this was a wise strategy. The keen eyed would have noticed a selection of magnificent Limited Edition box sets of Fly cars. So tempting!

For me, the best new products on show were the:

- SCX Vintage release Tyrell Ford of Jackie Stewart. An early test mould was there to be lovingly handled – my order is already lodged. Be quick, these are sure to be popular.



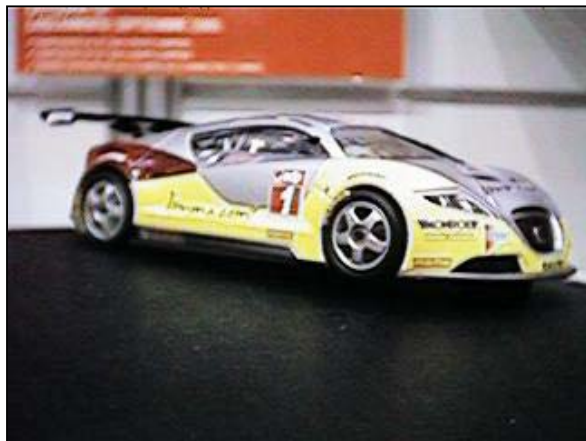
- Scalextric Bathurst sets and new release cars. The making of Southern Models, the launch of two digital sets will be accompanied by a television advertising budget that would keep the most avid collector happy for a long, long time. The Mountain Mayhem set is, well huge in dimensions, and large in the layout. Best of all, the packaging is distinctly Australian, with a gaggle of Supercars negotiating Hell Corner at Mount Panorama.



- Four new V8 releases, including some new tooling for the VX Commodore (not identified). Liveries will include Ford/Betta/Lowndes, Ford/Super Cheap/Murphy, Ford/Caterpillar/Bright, Ford/Pirtek/Ambrose. Good work SMS, for these are a result of their initiative and financial commitment.



Worthy of mention was the SCX Seat Cupra GT – quite different from the norm, and a test mould.



Also expect to see a Toyota F1 and a Ferrari F1 in 2005, the latter being shown as a re-paint of a Jaguar F1 (purely to heighten interest), to be added to with a pretty Fiat Abarth 1000 in a Texaco livery.

Plenty of other new liveries were on show from all manufacturers. Also, for historic touring cars buffs, SMS will be releasing a 1972 Camaro in Bob Jane livery. Yippee!

Choice is a wonderful thing. 2005 promises to be expensive, but will be most enjoyable.

## IMAGES OF THE 2005 TOY & HOBBY FAIR VENDORS STANDS IN MELBOURNE



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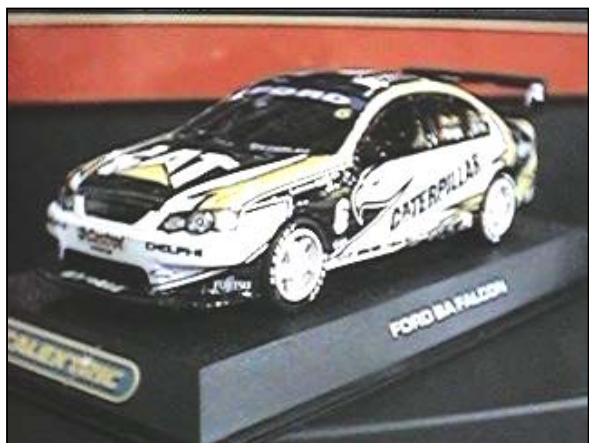
The SCX Suburu



Zimbler, Famous for Carrera

The SCX Tyrrell Ford of Jackie Stewart

**Images of some of the cars on  
display**



The Scalextric Bathurst Cars and a 1972  
Bob Jane Camaro.

## **WEBBER WATCH !!**



### **Round Two – Malaysia**

Gear selection problems in free practice on Friday limited the Australian to only ten laps completed for the session, though by first qualifying session on Saturday the problem had been solved and Webber posted a solid time of 1:33:204, which placed him sixth spot on the grid.

**Second Session:** Faster in second qualifying, with another tidy, well driven lap Webber posted an aggregate time of 3:08:904, A time, that would jump him two spots up the leader board, to be well positioned for the race in fourth.

**During the race:** The Hard work Webber has put into his starts appears to be paying off, The Williams driver again getting off the line cleanly, and holding his fourth position into the first corner, with a gaggle of cars behind him. In the next few laps the field sorts it out and settles down, and Webber continues to hold fourth spot. Disaster strikes B.A.R on lap eight, both Honda engines expiring and putting paid to not only Button's chances, but also young Davidson's opportunity to impress.

**Lap 13:** Alonzo increases his lead over Trulli's Toyota, while Webber continues to fend off Ralph, All the while closing on Fisichella in third. Fastest lap to Alonzo, a 1:36:026. Over the next five laps Fisichella continues to lose ground to Webber, who continues to fend off Ralph's Toyota in fifth spot. The race continues in this vein till the first round of pit stops.

**Lap 20:** The first round of pit stops begin, with Ralph, Coulthard and Heidfeld pitting. The following lap Alonzo and Trulli pit, Webber moves up to second. Fisichella and Webber pit on lap 21, the Williams driver stopped for 9:5

seconds of fuel, and rejoins the race in sixth. Raikkonen leads the Grand Prix.

**Lap 24:** Raikkonen pits, and rejoins the race in front of Trulli and Webber, but suffers a tyre puncture to the rear right just after leaving the pit, and drops to thirteenth. Webber moves into fifth.

**Lap 27:** Villeneuve beaches the Sauber in the gravel trap in turn one, and exits the race. Alonzo leads Trulli, leads Fisichella, leads Webber, leads Ralph, with the Australian closing on Fisichella's Renault. In the next few laps Webber and Ralph continue to hound Fisichella, and Heidfeld joins the battle for fourth.

**Lap32:** An absolutely amazing dogfight has developed between the Toyota and the two Williams drivers, that involved some truly intense manoeuvres down the main straight, into turn one, with Ralph and Mark's cars actually banging tyres at one stage, and Heidfeld getting caught in the middle of the battle for fourth. On another part of the circuit the two Red Bull sponsored cars of David Coulthard and Christian Klein diced with and passed the Ferrari of Ruebens Barrichello.

**Lap 35:** Ralph has dropped away, and Webber attacks the Renault of Fisichella, whose tyres have gone off, allowing the Australian a real opportunity of a podium, while Heidfeld shadows both drivers in fifth. Two laps later the Williams driver gets a better run out of turn thirteen and passes Fisichella's Renault down the back straight, but the Renault driver counter attacks by out braking on the inside of Webber on the dirty part of the circuit. Webber tries to drive around Fisichella in the final turn, but the Renault has lost traction and slides into Webber, who turns to the right to avoid, but the cars collide, the Renault bouncing over the Williams nose and destroying the front suspension and steering gear, putting both cars out of the race. The Australian was noticeably unhappy as he stepped out of the wrecked Williams on lap 37, but the crash was to be deemed a racing incident and no further action was taken against either driver.

Heidfeld picks up the pieces for Williams and continues in third, behind Trulli's Toyota and Alonzo's Renault, where he stays through the second round of Pit Stop's, till the end of the



race, claiming the Teams first podium for the Year.

# CLASSIFIEDS

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## Wanted and/or Swap

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MM/A203 Owner's Pit & Stand, top half needed  
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C2103W Mini Sonax red/white  
MM/A209 Grandstand KLG – Shell logo  
MM/A209 Grandstand flag-poles X 6  
MM/A209 Grandstand speakers X 2  
MM/A 208 Control Tower KLG logo  
MM/A 221 Lap recorder, White Banner on top  
C56 Lister Jaguar green round pin guide VG  
C60 Jaguar D-Type blue, red and yellow VG  
C57 Aston Martin DBR body green VG  
C58 Cooper wheels, tyres, axles front,rear  
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Catalogue No. 39 VG  
Catalogue Miniature No. 36 Mint  
Catalogue No. 25 Mint  
Scalextric Racer magazine Issue 40 M  
Carrera Catalogue 98/99 M  
Fly Pre Catalogo '98 M  
Ninco Catalogue '97 M  
Ninco Catalogue '98/99 M  
Ninco Catalogue '98 M  
W829 Inner Border for double inner & straight very rare (black) VG  
MM/A206 Pit Name Boards Ferrari, Porsche  
C7 Mini yellow type 5 VG except no rear bumper  
C63 Lotus 21 body yellow  
C57 Aston Martin DBR chassis green VG





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**Australia – Renewal                      \$35.00 (Club Lines Newsletter is included in membership fee).**

**Australia – Family Membership              \$15.00 extra (for second and subsequent family members – Club Lines Newsletter is not included in this option).**

The membership runs from January 1<sup>st</sup> to December 31<sup>st</sup>.

**For new members, or rejoiners, after 30<sup>th</sup> June please contact Membership Secretary to negotiate a reduced fee.**

*The Club reserves the right to refuse applications at its discretion.*

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