



SOUTH COAST HO Issue #6 DRAGSTER NOV 2020



WE'RE BACK!



Winter Series Event One: NHRA Classes & Match-Racing



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RCR WINTER SERIES NEWS

Our five-event Winter Series began during the second UK national Covid lockdown. Not surprisingly, everything slowed down a little - cars were either arriving at the last minute or were a little late and - with an unexpectedly busy week and not being quite in the 'racemaster' mood - I decided to delay the racing until the weekend.

It proved a good decision. We had a full contingent of forty-six cars, some great racing and I had a lot of fun too. Some of the necessary tweaks to the format - such as eliminators following straight on from qualifying - might return on a 'regular' mid-week event.

We welcomed another US racer - Jeff - to the Street Stock line-up and he did rather well. The new Super Stock 6.0 class was left to last and was an exciting climax, with no form-book to predict the outcome. It promises to be a very fast and thrilling class. And it was great to have an eight-car ladder for the NHRA Funny Car and Pro Stock 4-Gears, plus six Top Fuelers match-racing.

All-in-all, an excellent start to the Winter Series. I hope you enjoy the coverage.

Andy



The November issue of Slot Car Magazine includes another look at our HO proxy drag racing. The magazine is available from Pendle Slot Racing and an ebook from Lulu.

For more details, check out the website: www.slotcarmagazine.co.uk

Santa Pod Raceway Merchandise Shop



“As we move into the winter season, which would still normally be a very active time for the management and staff of Santa Pod Raceway, we are now facing the most difficult period we have had over the last 25 years...

Remember that our merchandise and gift voucher sales will be more important than ever - so, in the run up to Christmas, please visit the Santa Pod shop for some exciting new gift ideas! Mine's the new Christmas Jumper please?

On behalf of everyone at Santa Pod Raceway I sincerely hope that you all stay safe and we can't wait to see you back at the track next year.

Keith Bartlett
CEO Santa Pod Raceway

Don't forget that South Coast HO Dragster has been given its own shelf in the SlotRacer Online Library - where you'll be able to read all the issues of the fanzine as images in your web browser.

The Library is here: slotracer.online/library



South Coast HO Dragster November 2020

WINTER SERIES EVENT ONE REPORT

Entrant	Car	Class
Jane	Nissan 350Z	MS Street
Jane	Bugatti Veyron	MS S/S 6.0
Jeremy	Bugatti Veyron	MS Street
Jeremy	Nissan 350Z	MS S/S 6.0
Jerome	Bugatti Veyron	MS Street
Pete	Audi TT	MS Street
Sue	Audi TT	MS Street
Pete /Jerome	AW Funny Car	NHRA 4G
Andy Ph	Mini Cooper S	MS S/S 6.0
Rebecca	Porsche Boxster	MS Street
Rebecca	Nissan 350Z	MS S/S 6.0
Rebecca	AW Funny Car	NHRA 4G
Andy PI	Ford Focus WRC	MS Street
Andy PI	Nissan 350Z	MS S/S 6.0
Andy PI	AW Pro Stock	NHRA 4G
Clive	Audi R8 GT3	MS Street
Clive	Stocker	MS S/S 6.0
Clive	AW Pro Stock	NHRA 4G
Laura	Aston Martin DBR9	MS Street
Alan	Audi R8 GT3	MS Street
Alan	Jaguar XJ220	MS S/S 6.0
Alan	AW Pro Stock	NHRA 4G
Iain	Team Rally	MS Street
Iain	Nissan 350Z	MS S/S 6.0
Iain	AW Funny Car	NHRA 4G
Noah	Ford Focus WRC	MS Street
Dylan	Ford Focus WRC	MS Street
David	Aston Martin DBR9	MS Street
David	AW Pro Stock	NHRA 4G
Doug	Nissan 350Z	MS Street
Doug	AW Pro Stock	NHRA 4G
Al	Bugatti Veyron	MS Street
Al	Ford Focus WRC	MS S/S 6.0
Bill	Stocker	MS Street
Bill	Lightning GT	MS S/S 6.0
Dave	Stocker	MS Street
Dave	Stocker	MS S/S 6.0
Hank	Stocker	MS Street
Hank	Ford Focus WRC	MS S/S 6.0
Jeff	Audi R8 GT3	MS Street



The 46 entries lined up and ready to go!

Best in Show!



Rebecca judged Iain's wonderful Scarelextric Halloween Special to be best in Show. Congratulations Iain!

Match Race line-up

Report on page 10



NHRA Top Fuel:

Clive vs Andy

Alan vs Rebecca

Dylan vs Noah

QUALIFYING RESULTS



Qualifying was a bit different this time, with each class qualifying and then moving straight on to its eliminator rounds.

As usual, each car made three passes against another car in the same class. All cars ran in both lanes. Elapsed Times (ET) are recorded below. An approximate Top Speed was calculated by Drag Basic and the fastest for each class is noted.

Jane's Nissan was again top in Street Stock qualifying, Rebecca was blisteringly fast in Super Stock 6.0 and the Funny Car of Pete and Jerome was quickest of the NHRA 4-Gear cars.

Micro Scalextric Street Stock Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Jane	Nissan 350Z	668	651	616	616	1
Jeff	Audi R8 GT3	654	637	626	626	2
Iain	Team Rally	631	635	627	627	3
Alan	Audi R8 GT3	653	660	657	653	4
Rebecca	Porsche Boxster	715	715	655	655	5
Bill	Stocker	693	695	660	660	6
Clive	Audi R8 GT3	685	672	680	672	7
Laura	Aston Martin DBR9	691	734	682	682	8
Noah	Ford Focus WRC	747	770	694	694	9
Andy	Ford Focus WRC	761	777	695	695	10
Hank	Stocker	729	701	699	699	11
Dave	Stocker	741	728	710	710	12
David	Aston Martin DBR9	747	749	718	718	13
Pete	Audi TT	751	733	720	720	14
Sue	Audi TT	739	765	723	723	15
Jerome	Bugatti Veyron	780	761	727	727	16
Al	Bugatti Veyron	791	767	733	733	17
Dylan	Ford Focus WRC	756	751	741	741	18
Doug	Nissan 350Z	761	791	773	761	19
Jeremy	Bugatti Veyron	838	821	906	821	20

Top Speed: Bill & Alan 7.576 mph

Micro Scalextric Super Stock 6.0 Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Rebecca	Nissan 350Z	455	455	462	455	1
Dave	Stocker	515	500	523	500	2
Alan	Jaguar XJ220	x	508	504	504	3
Hank	Ford Focus WRC	549	x	508	508	4
Al	Ford Focus WRC	535	518	554	518	5
Jeremy	Nissan 350Z	536	547	524	524	6
Iain	Nissan 350Z	552	537	557	537	7
Andy Pl	Nissan 350Z	596	583	550	550	8
Jane	Bugatti Veyron	559	551	568	551	9
Clive	Stocker	755	1048	557	557	10
Bill	Lightning GT	597	604	619	597	11
Andy Ph	Mini Cooper	728	720	693	693	12

Top Speed: Rebecca 12.456 mph

NHRA Funny Car / Pro Stock 4-Gear Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Pete/Jerome	DHL F/C	869	866	866	866	1
Andy	JEGS P/S	888	903	897	888	2
Rebecca	GTX F/C	948	910	943	910	3
Doug	Nitro Fish P/S	936	919	914	914	4
Alan	Summit P/S	1026	936	949	936	5
David	Tire K'dom P/S	984	990	976	976	6
Iain	Auto Club F/C	1243	1009	1020	1009	7
Clive	Mopar P/S	1123	1088	1093	1088	8

Top Speed: Pete & Jerome 5.524 mph

NHRA FUNNY CAR / PRO STOCK

Round One of the NHRA 4-Gear eliminators saw a full ladder of eight cars. Top qualifier Pete dispatched Clive by 0.101 seconds in the first run. The white Mopar Pro Stock did find considerably more speed than in qualifying. Pete's ET was 0.886 to Clive's 0.991.

The next race - between fourth and fifth qualifiers was always going to be tight. Doug's Nitro Fish Pro Stock had a small advantage at half-way, but Alan's Summit car slowly reeled him in... Doug squeezed some extra speed out of his car in the closing inches to take a very close race by 0.009 seconds - his ET 0.976 to Alan's 0.984.



Second qualifier Andy was run pretty close by Iain's Auto Club Funny Car. A tweak of the tiny braids and a loosening of the chassis screw after qualifying took the blue car from start to finish in 0.966 seconds, but Andy hit the finish line sensors 0.048 seconds ahead, with an ET of 0.922. Any gap less than 0.050 looks pretty tight with the slow speed these 4-Gears are going - 0.050 is about a car length.



The final first round race was very close. Rebecca's GTX Funny Car was away first, but David's Pro Stock ran her neck & neck down the strip, edging ahead before Rebecca's car passed again through the line. All eyes went to the screen... David had it by a whisker - 0.001 seconds. You can't get closer than that! David's ET was 0.976 and Rebecca's 0.982 - the third qualifier beaten by the sixth.

The 4-Gears put on quite a show in the first NHRA race event

Jerome took over the DHL Funny Car for the semis and he was put under plenty of pressure by Doug's Nitro Fish Pro Stock. Jerome had the slightly better start and never relinquished the lead, going through the finish line 0.035 seconds ahead. Jerome's ET was 0.907 and Doug's 0.937.

The second semi was close too. Andy got away faster than David in the battle of the Pro Stockers. The yellow JEGS cars had a smooth run and David was 0.033 seconds behind at the end. Andy's ET 0.919 to David's 0.945.

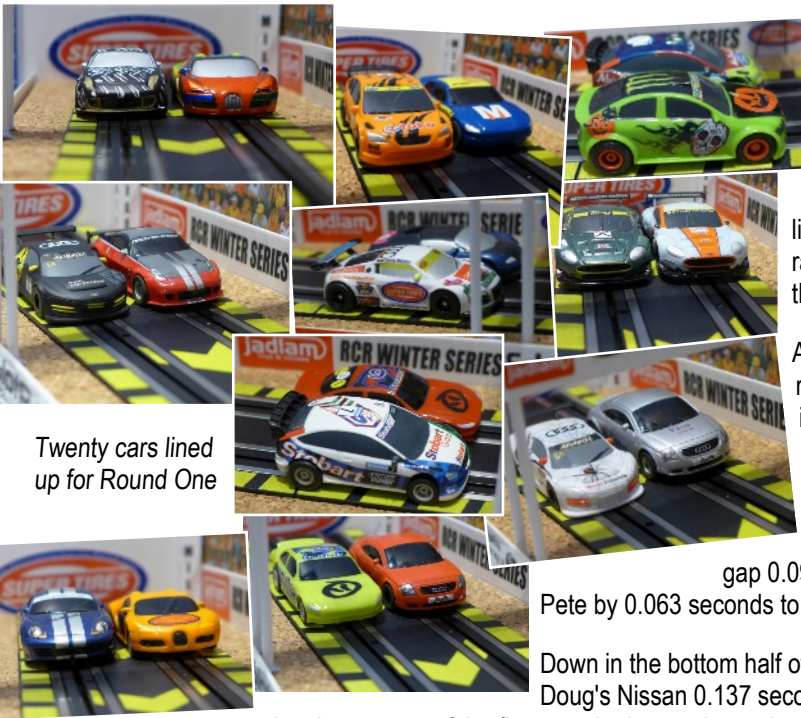
Pete and Andy lined up their yellow cars for the NHRA 4-Gear final. The two left the line neck & neck... Andy's JEGS Pro Stock just getting a nose in front and then putting together his best run of the day. Andy reached the line 0.032 seconds ahead to become the first visitor to the Winter Series Victory Lane...



Round One	Semis	Final
Pete 0.886		
WM = 0.101	Jerome 0.907	
Clive 0.991		
	WM= 0.035	Pete 0.907
Doug 0.976		
WM = 0.009	Doug 0.937	
Alan 0.984		
		WM = 0.032
Andy 0.922		Andy
WM= 0.048	Andy 0.919	
Iain 0.966		
	WM= 0.033	Andy 0.877
Rebecca 0.982		
WM = 0.001	David 0.945	
David 0.976		



MICRO SCALEXTRIC STREET STOCK



Twenty cars lined up for Round One

Round One started with a race between top qualifier Jane and bottom qualifier Jeremy. No contest - Jane won by 0.172 of a second. Next were tenth and eleventh qualifiers Andy and Hank - this was likely to be closer...

It was. Hank led from start to finish, but Andy's Focus crossed the line just 0.025 seconds behind. That would give us a second round race between Hank and Jane, with the winner having a bye in the third round.

After a gap in the ladder, we were down to the eight racers remaining in the top half of the draw. Third place qualifier and 'Best in Show' Iain dispatched Dylan by 0.096 seconds. Following them onto the start line were the two DBR9s of Laura and David. Laura was always in control and finished 0.048 seconds ahead.

Al's Veyron was no match for fourth-qualifier Alan's Audi GT3, the gap 0.090 seconds. Clive's Audi GT3 was quick and beat the Audi TT of Pete by 0.063 seconds to set up a second round tie against Alan.

Down in the bottom half of the ladder, second qualifier Jeff beat his qualifying time to leave Doug's Nissan 0.137 seconds adrift. Ninth qualifier Noah and twelfth qualifier Dave gave us the closest race of the first round - the result was in doubt until the final inches... Noah's Ford Focus WRC crossing 0.021 seconds ahead to become the sole Chesterfield racer in the second round.

Rebecca made sure there was a Brighton representative in round two with a 0.105 second win against Jerome's orange Veyron. Finally, sixth qualifier Bill beat Sue by 0.077 seconds - he would meet Rebecca in the second round.

In Round Two, Jane clocked a 0.641 to beat Hank by 0.076 in the first round clash. That wasn't close to her best qualifying time, so the next bye round would be important to find a bit more speed.

Iain had no frights in his race against Laura - winning by 0.067 with a 0.666 ET.

No surprises so far, so Alan was expected to get past Clive. It turned out to be an extremely close run, but Clive caused an upset with a 0.011 win with a 0.650 ET.

Order was restored with a routine 0.069 win for Jeff over Noah - the ETs were 0.626 and 0.693.

The final round two race was between the fifth and sixth qualifiers - sixth-place Bill beating Rebecca by 0.039 of a second for a minor upset.

That left three Brits in the top half of the ladder and two American in the bottom. It would be a trans-Atlantic final, but between who would be representing their nations for the Street Stock silverware?



Jane had a bye (she clocked 0.628), so there were only two third round races...

Iain and Clive lined up for the honour of facing Jane in the semi final. Iain had qualified third and Clive seventh, but the Audi had been quick in the eliminators, so far... The two cars had identical reaction times and sped down the strip side-by-side. Who'd won? Clive had nicked it by 0.001 of a second! Clive's ET 0.651 and Iain's 0.652.

In the bottom half of the draw, Jeff and Bill essentially had a semi final - the winner would go straight through to the final. Bill needed a miracle, but didn't get it... his 0.651 ET was good, but Jeff's 0.619 was the best we'd seen so far in the eliminators. Jeff won by 0.069 seconds. He was off to the final. Who would meet him there?



MICRO SCALEXTRIC SUPER STOCK



The final action of the weekend was our brand new class - so there was lots of interest in how these new cars will go.

The eliminators started with the top qualifier lined up against the most flamboyant Super Stocker on show. Rebecca won by a big 0.271 second margin, but the crowd enjoyed seeing Andy's awesome Mini cruise down the strip. Jeremy and Iain had qualified sixth and seventh. This promised fireworks - and it didn't disappoint. Jeremy grabbed the win by 0.019 of a second - the ETs 0.523 to 0.544. Jeremy and Rebecca would meet to decide a place in the final.

Bill's car qualified eleventh, but surprised everyone against Dave's super-rapid stocker. Bill clocked 0.528, but Dave went sub-0.500 with a 0.496 to win by 0.030 seconds. Al and Andy weren't separated by much in qualifying and it was Andy's Nissan which had the better run to win by 0.037 seconds - a 0.550 to Al's 0.575. A minor upset, maybe? Alan and Clive meet again...

Clive's stocker seems to be running hot and cold - and this run was a cold one. Alan joined the sub-0.500 club with a 0.497 to win by 0.282 seconds. Hank was the fourth driver to dip under half a second, clocking 0.496 to beat Jane by 0.062 seconds.

Jeremy put in another good run, but it wasn't enough - Rebecca's Nissan was through the seven feet in 0.477 seconds, winning by 0.057 of a second. Who would meet the top qualifier in the final round? Dave's stocker was finding some impressive speed, beating Andy's Nissan by 0.053 of a second - the ETs 0.492 and 0.550. In the final second round race, Alan got away from the line first and looked to be winning comfortably. However, Hank's Focus was finishing like a train - another couple of inches and he'd have won. Alan snuck through with a 0.012 margin, the ETs 0.500 and 0.505. That was close!

Alan lined up against Dave in the only semi-final... And what a race! There was absolutely nothing between the two cars down the strip and no-one had any clue who'd won until the result came up on the screen... Dave grabbed it with a 0.001 second hole shot - the ETs absolutely identical. We'll see Dave in the final.

Round One	Round Two	Round Three	Final
Rebecca 0.477			
WM = 0.271	Rebecca 0.470		
Andy Ph 0.734		Rebecca	
	WM = 0.057	Bye	
Jeremy 0.523			
WM = 0.019	Jeremy 0.529		
Iain 0.544			
			Rebecca 0.464
Dave 0.496			
WM = 0.030	Dave 0.492		
Bill 0.528			
	WM = 0.053	Dave 0.491	
Al 0.575			
WM = 0.037	Andy PI 0.550		
Andy PI 0.550			
		WM = 0.001	WM = 0.031
Alan 0.497			Rebecca
WM = 0.283	Alan 0.500		
Clive 0.776			
	WM = 0.012	Alan 0.491	
Hank 0.496			
WM = 0.062	Hank 0.505		
Jane 0.561			
			Dave 0.489



It was Tennessee vs East Sussex in the first Super Stock 6.0 final. Both cars were pretty even off the line... But then the Sanditon Motorsport Nissan got motoring... Both cars had their fastest runs of the elimination rounds, yet the gap at the end of the strip was 0.031 seconds...

Top Speed
Rebecca - 11.567 mph



Congrats to Rebecca on a second Super Stock medal!

TOP FUEL MATCH RACING



With the delay from midweek to the weekend, the first racing of the Winter Series took place on Saturday night... the NHRA Top Fuelers making their first round passes, matched up as per the Top Fuel race results from the Summer Series Finale.

Youngsters Noah and Dylan resumed their long-running duel. Both cars were tight on warm-up and, despite some work on both, continued to be less-than-free-running on their first pass. It may have been a slow race, but it was pretty exciting! Noah in the Optima machine managed to hold off Dylan's Alanabi dragster to win by 0.105 of a second - another few feet and Dylan probably would have caught up.

Alan faced Rebecca in a best-of-three match. Their first race was oh so close - neck & neck in the early stages, but Rebecca's Geico dragster just eked out a 0.015 second gap at the line! Rebecca's ET was 0.800 to Alan's 0.816 - and 7.812mph to 6.649.

September's finalists met in the big grudge match, made all the more 'grudgy' after Clive defeated Andy in Texas at an NTRA Super-

Comp 4-Gear race. In the first round, Andy had his revenge, with the FRAM dragster looking super-smooth and beating Clive's Matco Tools machine to line by a big 0.146 of a second. ETs were 0.735 to 0.886 and mphs 7.812 to 6.250.

Andy got the job done in round 2, crossing the finish line 0.089 seconds ahead of Clive - ETs 0.722 to 0.822 and 7.440 to 6.250 mph. The FRAM machine - often slow off the line - was on top form and wrapped up the match 2-0.

Dylan managed to square his match with Noah - the Alanabi dragster getting the better of the Optima Top Fueller by 0.124 seconds. It was a big improvement from Dylan, his ET 1.100, against 1.216 for Noah.

Alan also squared his match with a 0.058 second win against Rebecca. Alan's ET was a rapid 0.769 and 8.013 mph. Rebecca clocked 0.823 and 6.378.

Tied at 1-1, brothers Dylan and Noah had one last race to see who was Top Fuel top dog this month... Both dragster went a little quicker this time, but it was Dylan's Alanabi top fueller that got the job done by 0.128 seconds - a 1.093 ET to Noah's 1.215. The brothers' Top Fuelers will cross swords again in January.

Alan and Rebecca were looking to wrap up their match, take the win and line-up a meeting with Andy's FRAM machine next time. Alan's dragster was quickest away, held a small lead - and then inexplicably stuttered, letting Rebecca past for the win. She clocked a 0.793 for a 0.215 second win, Alan limping home in 1.016.

Huge disappointment in AI's Garage - they'll be busy between now and the next NHRA-themed event in January.



LEGENDS OF THE QUARTER MILE

#6 Antron Brown

- 3 NHRA Top Fuel Championships
- 51 NHRA Top Fuel titles
- 16 Pro Stock Motorcycle titles
- First driver quicker than 3.7 seconds

Antron Brown could have been an Olympic athlete. Instead, he followed his dream of becoming a drag racer.

His father and uncle raced at sportsman level in New Jersey and nothing could keep Antron away from racing - riding his first motorbike at the age of six and competing in motocross at twelve. Brown lined up for his first competitive drag race when he was still in high school.

After graduating from college, he was offered both a university scholarship as a track athlete and a professional contract to drag race motorcycles. He turned down the scholarship - and an invite to the 1988 US Olympic trials.

For ten years, Antron Brown competed in the NHRA Pro Stock Motorcycle division, winning sixteen events and finishing second in points twice.

In 2008, Brown was given the opportunity to step up to the pinnacle of drag racing - Top Fuel. He made this unusual transition look easy, winning his fourth event - beating the then two-time Top Fuel champion Larry Dixon in the final at Houston. That year also saw the start of a long association with sponsors Matco Tools.

Six more wins followed in the 2009 season and then a first NHRA Top Fuel Championship in 2012 - Brown becoming the first African-American champion in Top Fuel history. By the end of 2016 he was a three-time champion.

As part of the top-flight Don Schumacher Racing team, Antron Brown had become a superstar of the sport and a charismatic role-model for young racers.

Brown's rise shows that drag racing is accessible to a much wider section of American society than other forms of motorsport. It doesn't take the \$50,000 needed to run a season of karting, for only a slim chance of reaching the next level.

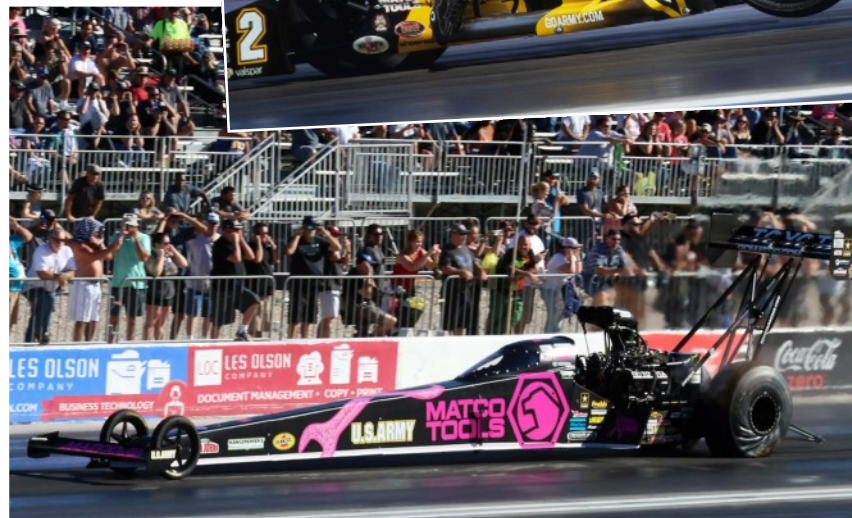
The next step for Antron Brown is as a team owner. AB Motorsports will maintain strong links with DSR, but it will be Brown who is paying the bills.

He hopes this move will boost NHRA's already significant focus on opportunities for both women and minorities in the sport. Brown will remain as the driver, but for how long? All three of his children are progressing well through the NHRA Junior Dragster ranks - a third generation is waiting in the wings.



A three-time NHRA Top Fuel champion, Antron Brown is a drag racing superstar

Antron Brown started drag racing on motorcycles, spending ten years on two wheels before getting a dream NHRA Top Fuel ride in 2008.



"It's pretty cool when you see all these different cultures out here in drag racing.

"You don't have the problem other forms of racing have. We all grew up drag racing. Who doesn't know someone who had a four-cylinder Chevette and his buddy's got a four-cylinder Chevette and they race off at the stoplight?"

- Antron Brown, 2010



DECEMBER EVENT PREVIEW



Event #7
Winter Series
8-9 Dec
Nostalgia

DRAG RACES

- Micro Scalextric Street Stock
- Nostalgia T-Jet
- Nostalgia 4-Gear Funny Car
- Nostalgia match-racing

Proxy Race - send your cars to the track & follow the action online
Event details on the WHO Racing section at www.SlotRacer.Online

The next racing sees the first Nostalgia-themed event of the Winter Series. The popular Micro Scalextric Street Stock race retains top-billing - the Nostalgia theme breaks out with the support classes.

'Nostalgia' is defined by using a pre-1979 style body shell. The T-Jet class is tweaked to bring it in line with the Nitro Slots Pancake Stock rules. The 4-Gear 'Legends' Funny Cars now get their own elimination competition. And there's a new Nostalgia Micro Scalextric class that will start as a match racing format, with a ladder format showdown next March.

You can find the regulations for the Winter Series on the next page. The T-Jet and 4-Gear classes now run to the NTRA Pancake Stock rule set. We ask that the Nostalgia 'Micro Scalextric 2019' cars are run as stock - although the chassis tabs can be removed and the wheels may be replaced. Wheelie bars are permitted. Pre-1979 style bodies for these please.

There is quite a tight turn-around for this race. Boxes need to arrive in Brighton by post on Monday 7 December at the latest. Any hand-delivered boxes should be here by Saturday lunchtime.

The aim is to get all the cars turned around and back in the post on Saturday 12 December to avoid the worst of the Christmas chaos.

Winter Series Dates + classes

December 8-9. Street Stock, Nostalgia T-Jet, Nostalgia 4-Gear Funny Car + Nostalgia Micro Scalextric 2019 match racing.

January 12-13. Street Stock, Super Stock 6.0, NHRA 4-Gear + NHRA Top Fuel match racing.

February 9-10. Street Stock, Nostalgia T-Jet, Nostalgia 4-Gear Funny Car + Nostalgia Micro Scalextric 2019 match racing.

March 9-10-11. Winter Series Finale. All classes + extra match racing.

Postage & practicalities

- Please keep sending boxes that can be posted in a parcel box - a maximum size of 44cm x 35cm x 16cm.
- You may send cars to stay for more than one event - or for the entire series. It is up to you.
- If you prefer a service other than standard second class delivery, just ask.
- If you are entering the US NTRA events, we can include your cars in the regular UPS shipping box.

NTRA Nitro Slots series in the USA

The National Thunder Rod Association (NTRA) have been organising HO proxy drag racing since 2008. Using the www.nitroslots.com website, racers from around the world have competed in various classes with a common set of rules and regulations.

Clive, Alan and Andy are currently entering cars in these events. Other UK racers are very welcome to join us and share UPS postage to the NTRA races.

Most of the strips used for NTRA-sanctioned events are super-smooth routed tracks with the top-end Track Mate timing systems. Although there was one eighth mile strip on the schedule in 2020, most are the full scale

quarter mile or HO scale versions of the 1,000 foot length used by the NHRA in recent years.

Events are generally split into inline and pancake classes, using a qualification and elimination ladder format. There are also two list categories that are run just like the *Street Outlaws* TV show.

If you are interested in following the races or taking part, do let us know. There are more details at www.nitroslots.com



RCR WINTER SERIES REGULATIONS

Micro Scalextric Street Stock

Chassis: Micro Scalextric 1995-2018 version with braids. May be 'narrow' or 'wide' versions, depending on body fitted. No cutting, drilling or any other modification to chassis.

Components cannot be glued.

Motor: Unmodified standard Micro Scalextric motor with 'flywheel' between commutator and armature stacks. Minimum 10 ohm armature (no low-ohm 'My First Scalextric' battery set cars). Original resistors and capacitor between pick-ups and motor may be removed.

Traction magnets: Two original Micro Scalextric magnets in original position, flush with bottom of chassis. Orientation may be changed (magnets can be flipped).

Braid plate : Any 1995-2018 Micro Scalextric braid plate with plastic guide flag or metal pin.

Braids: Any braids – steel, copper or plated. Must not be soldered to chassis components.

Axles, wheels & gears: Standard Micro Scalextric front axle and wheels. Standard Micro Scalextric rear axle, wheels and Micro Scalextric 7T pinion + Micro Scalextric 25T crown gear.

Tyres: Any single compound tyre. Maximum diameter on wheel is 0.476" or 12.09mm.

Body: Any Micro Scalextric closed wheel saloon or GT body – street-style or tuners liveries please. Re-paints most welcome. No cutting or sanding of wheel arches or of any other external surface.

Maximum width: 35mm or 1.378".

Weight: Minimum weight of entire car 23g. Ballast may be added to body only.

Wheelie bars: not permitted.

Micro Scalextric Super Stock 6.0

Chassis: Micro Scalextric 1995-2018 version with braids. Two holes may be drilled to attach wheelie bar to rear of chassis. No other modification to chassis. Components may be glued.

Motor: Unmodified standard Tomy AFX can motor. Minimum 6 ohm armature. Available as part AFX8807 at Slot Cars Direct.

Traction magnets: Two original Micro Scalextric magnets in original position. Magnets may be raised or lowered and orientation may be changed (magnets can be flipped).

Braid plate: Any 1995-2018 Micro Scalextric braid plate with either plastic guide flag or metal pin.

Braids: Any braids – steel, copper or plated. May be soldered to chassis components. Braid contacts may be replaced.

Axles, wheels & gears: Any axles, wheels and gears. Any gear ratio is permitted.

Tyres: Any single compound tyre. Maximum diameter on wheel is 0.500" or 12.70mm.

Body: Any Micro Scalextric closed wheel saloon or GT body – drag racing or tuners livery. Re-paints and body modifications – wings, hood scoops etc - are most welcome.

Maximum width: 35mm or 1.378".

Weight: Minimum weight of entire car 21g. Ballast may be added to body only.

Wheelie bars: permitted.

Nostalgia 'Micro Scalextric 2019'

Chassis components must be stock. Wheels can be replaced, chassis tabs removed and holes drilled for wheelie bars.

Minimum weight: 23g. Maximum width: 35mm. Maximum tyre diameter on wheel: 0.500". Any pre-1979 style body.

Pancake Stock Rules

For Nostalgia T-Jet, Nostalgia 4-Gear Funny Car, Top Fuel and NHRA 4-Gear

Electrical	Armature	Motor Magnets	Traction Magnets	Gears & Axles	Wheels & Tyres	Miscellaneous	Wheelie Bars
Stock or stock-type replacement No shunts Braids must be fitted	14 ohm minimum Balancing & polishing permitted No de-winding	Ceramic grade only Dash, plus OS3 Red & Blue Dragon allowed	Permitted Two maximum	No restrictions	No silicone-coated sponge tyres No other restrictions	No chassis modifications, except removing side tabs for body mounting purposes	Permitted

Minimum weight - T-Jet: 21g / 4-Gear: 25g

Maximum Tyre Diameters - T-Jet: 0.490" / 4-Gear: 0.560" / Top Fuelers: unrestricted

CHAMPIONSHIP TABLES



Micro Scalextric Street Stock

	Nov	Dec	Jan	Feb	March	Total
Jeff	130					130
Jane	108					108
Clive	90					90
Iain	84					94
Bill	81					81
Alan	73					73
Rebecca	72					72
Laura	69					69
Noah (J)	68					68
Hank	66					66
Andy	57					57
Dave	55					55
David	54					54
Pete	53					53
Sue	52					52
Jerome	51					51
Al	50					50
Dylan (J)	50					50
Doug	50					50
Jeremy	50					50

Championship Points System

Ten points are awarded to each entrant in each class.

Qualifying points are awarded for the top sixteen qualifiers - 16 points for the top qualifier, down to one point for sixteenth place.

Competition points are awarded depending on which elimination round a racer reaches and the size of the field:

Field size	Points awarded for elimination at each round							
	1st	2nd	3rd	4th	5th	6th	Final	Winner
4 or less	40						72	95
5 to 8	40	50					72	95
9 to 16	40	50	60				72	95
17 to 32	40	50	60	70			82	105
33 to 64	40	50	60	70	80		92	115
65 to 128	40	50	60	70	80	90	102	115



Micro Scalextric Super Stock 6.0

	Nov	Jan	March	Total
Rebecca	121			121
Dave	97			97
Alan	84			84
Hank	73			73
Al	72			72
Jeremy	71			71
Andy Pl	69			69
Iain	60			60
Jane	58			58
Clive	57			57
Bill	56			56
Andy Ph	55			55

NHRA Funny Car / Pro Stock

	Nov	Jan	March	Total
Andy	120			120
Pete/Jerome	98			98
Doug	73			73
David	71			71
Rebecca	64			64
Alan	62			62
Iain	60			60
Clive	59			59

Nostalgia T-Jet

	Dec	Feb	March	Total

Nostalgia Funny Car

	Dec	Feb	March	Total