



SOUTH COAST HO DRAGSTER

Issue #7
DEC 2020

WALK THIS WAY...



ALL THE COVERAGE FROM THE ROCK COUNTY EIGHTH MILE



Winter Series Event 2: Nostalgia Classes & Match-Racing



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RCR WINTER SERIES NEWS

The first Nostalgia-themed event of the Winter Series was full of excitement and saw some lovely new cars on the start line. The new 2019 Micro Scalextric class made its debut - two pairs match-racing and setting some very quick times. All the coverage can be found in the this latest edition of South Coast HO Dragster - the seventh of the 2020.

We're getting towards the end of a very strange year and the pandemic that has dominated everyone's lives shows no sign of abating. The remainder of the winter will continue to be a pretty bumpy ride and there is still a long way to go before a successful vaccination programme is completed and allows life in the UK to become more normal.

In the meantime, we'll continue to hold these HO drag racing events - plus a 1:32 scale Rally-Sprint. The WHO calendar for 2021 is scheduled to start in April. That does seem a possibility, but a lot still needs to happen. I am confident we will get back to the Barn in the next six months - but only when it is safe for us all to return together and enjoy our racing.

Enjoy a safe and quiet Christmas and fingers-crossed for a happier and healthier New Year.

Andy



WHO Racing is adding some 1:32 scale socially-distant proxy racing - a Rally-Sprint event that will run from 20 January to 28 February at venues in Brighton and West Sussex.

Go to the WHO club section on SlotRacer Online to find out more.



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 TWO REPORT

Entrant	Car	Class
Jane	Nissan 350Z	MS Street
Jeremy	Bugatti Veyron	MS Street
Jerome	Bugatti Veyron	MS Street
Pete	Audi TT	MS Street
Sue	Audi TT	MS Street
Pete /Jerome	Cuda Funny Car	Nostalgia 4G
Rebecca	Porsche Boxster	MS Street
Rebecca	AMC AMX	Nostalgia T-Jet
Rebecca	Mustang Funny Car	Nostalgia 4G
Andy PI	Team Rally	MS Street
Andy PI	Ford Thunderbolt	Nostalgia T-Jet
Andy PI	Pontiac Funny Car	Nostalgia 4G
Clive	Audi R8 GT3	MS Street
Clive	Ford Thunderbolt	Nostalgia T-Jet
Clive	Cuda Funny Car	Nostalgia 4G
Laura	Aston Martin DBR9	MS Street
Alan	Audi R8 GT3	MS Street
Alan	Ford Anglia Gasser	Nostalgia T-Jet
Alan	Charger Funny Car	Nostalgia 4G
Iain	Jaguar XJ220	MS Street
Iain	Chevy Impala	Nostalgia T-Jet
Iain	Cuda Funny Car	Nostalgia 4G
Noah	Ford Focus WRC	MS Street
Noah	Willys Coupe	Nostalgia T-Jet
Dylan	Ford Focus WRC	MS Street
Dylan	55 Chevy	Nostalgia T-Jet
David	Aston Martin DBR9	MS Street
David	Chevy Impala	Nostalgia T-Jet
David	Cuda Funny Car	Nostalgia 4G
Doug	Nissan 350Z	MS Street
Doug	Ford Coupe	Nostalgia T-Jet
Doug	Mustang Funny Car	Nostalgia 4G
Al	Bugatti Veyron	MS Street
Al	Willys Coupe	Nostalgia T-Jet
Bill	Stocker	MS Street
Bill	Ford Torino	Nostalgia T-Jet
Bill	Vega Funny Car	Nostalgia 4G
Dave	Stocker	MS Street
Hank	Stocker	MS Street
Jeff	Audi R8 GT3	MS Street



The 46 entries lined up and ready to go!

Best in Show!



Rebecca couldn't separate these three fabulous creations. Congratulations to Bill, Iain and Clive!

Match Race line-up

Report on page 10

Nostalgia

Nostalgia Micro 2019:

Iain vs Alan

Bill vs Clive

Nostalgia 3-Gear Funny Car:

Dylan vs Noah

QUALIFYING RESULTS



Qualifying was exciting as ever. 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.

Jeff's Audi claimed a first TQ in Street Stock, putting clear air between him and his nearest challengers. Bill dominated Funny Car 4-Gear qualifying and has raised the bar with his silky-smooth AutoWorld chassis.

T-Jet qualifying preceded the eliminators on Wednesday and Bill put in another TQ performance, closely followed by Alan's wild Anglia.

Micro Scalextric Street Stock Qualifying

Name	Car	ET1	ET2	ET3	Best	#
Jeff	Audi R8 GT3	635	635	624	624	1
Clive	Audi R8 GT3	651	646	655	646	2
Jane	Nissan 350Z	656	649	651	649	3
Bill	Stocker	659	656	681	656	4
Laura	Aston Martin DBR9	711	663	657	657	5
Alan	Audi R8 GT3	664	662	678	662	6
Hank	Stocker	693	686	708	686	7
Rebecca	Porsche Boxster	773	691	728	691	8
Dave	Stocker	717	702	720	702	9
Pete	Audi TT	802	706	728	706	10
Jerome	Bugatti Veyron	712	754	745	712	11
Noah	Ford Focus WRC	735	717	743	717	12
David	Aston Martin DBR9	724	724	734	724	13
Sue	Audi TT	742	727	730	727	14
Iain	Jaguar XJ220	730	728	735	728	15*
Andy	Team Rally	735	728	754	728	16
Doug	Nissan 350Z	779	759	732	732	17
Al	Bugatti Veyron	752	747	750	747	18
Dylan	Ford Focus WRC	765	770	780	765	19
Jeremy	Bugatti Veyron	890	830	803	803	20

* ahead on fastest second-best time
Top Speed: Alan 7.576 mph

Nostalgia T-Jet Qualifying

Name	Car	ET1	ET2	ET3	Best	#
Bill	Ford Torino	658	668	641	641	1
Alan	Ford Anglia	682	708	657	657	2
Clive	Ford Thunderbolt	754	724	704	704	3
Noah	Willys Coupe	791	743	751	743	4
Andy	Ford Thunderbolt	804	786	817	786	5
Doug	Ford Coupe	1085	826	827	826	6
Rebecca	AMC AMX	881	888	933	881	7
Iain	Chevy Impala	917	946	1016	917	8
David	Chevy Impala	945	1018	1049	945	9
Al	Willys Coupe	1180	1241	1126	1126	10
Dylan	55 Chevy	1642	1442	1682	1442	11

Top Speed: Bill 8.207 mph

Nostalgia Funny Car 4-Gear Qualifying

Name	Car	ET1	ET2	ET3	Best	#
Bill	Vega Funny Car	759	748	744	744	1
Iain	Cuda Funny Car	833	824	792	792	2
Pete	Cuda Funny Car	852	808	806	806	3
Rebecca	Mustang F/C	835	844	880	835	4
Andy	Pontiac F/C	873	858	848	848	5
Clive	Cuda Funny Car	887	897	906	887	6
David	Cuda Funny Car	955	964	932	932	7
Doug	Mustang F/C	987	968	1042	968	8
Alan	Charger F/C	1062	1000	1015	1000	9

Top Speed: Bill 6.774 mph

NOSTALGIA FUNNY CAR 4-GEAR

Things looked ominous for Bill's rivals after his blistering qualifying performance earlier. He started the eliminators with a bye round and banged in another rapid run - 0.744 this time.

In the first race, fifth and sixth place qualifiers lined up for the honour of meeting Bill's Vega in round two. Andy won by 0.053 - his Pontiac clocking 0.860 seconds to Clive's 0.916. Next, we had second place qualifier Iain against Alan. Alan's car is a work in progress - I expect great things in February - but this time it was soundly beaten by 0.256 seconds, 0.818 to 1.063. It looks like Iain has been reading up on 4-Gear tuning.

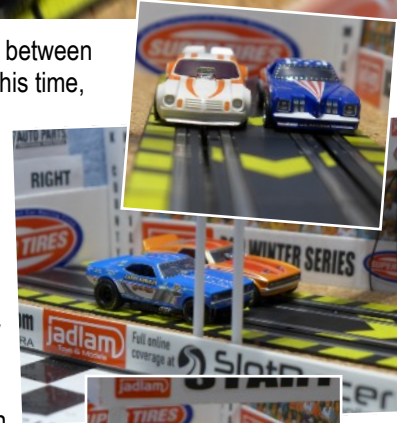
In the bottom half of the ladder, third qualifier Pete dispatched Doug by 0.370 seconds. Pete's time was 0.817 seconds and - with a 1.188 pass - Doug's Mustang will be spending time in the workshop before the next Nostalgia event. The final first round run was between Rebecca's Mustang and David's 'Cuda - a popular match race over the summer. This time, Rebecca found some impressive speed to win by 0.154 - 0.815 to 0.962.



With just two races in round two, Iain had a bye and clocked 0.825. First to line up were Bill and Andy. A big holeshot gave Bill's Vega a 0.096 second win, the ETs 0.764 to 0.846. Bill would meet Iain in the only semi-final.

Jerome and Rebecca met to decide who would go straight to the final. Both put in great runs, but it was fourth qualifier Rebecca who beat the third place car by 0.012 seconds. It was a very close-run thing, the ETs 0.800 and 0.813.

First and second qualifiers met in the semi-final. It was closer than expected, with Iain trailing Bill by just over a car length - a 0.043 second win margin. Iain's ET was 0.802 to Bill's 0.765. Rebecca decided to keep her powder dry and didn't run on her bye round.



Round One	Round Two	Round Three	Final
Bill 0.744			
Bye	Bill 0.764		
	WM = 0.096	Bill 0.765	
Andy 0.860			
WM = 0.053	Andy 0.846		
Clive 0.916			
		WM = 0.043	Bill 0.754
Iain 0.818			
WM = 0.256	Iain 0.825		
Alan 1.063	Bye		
		Iain 0.802	
Pete 0.817			
WM = 0.370	Jerome 0.813		
Doug 1.188			
	WM = 0.012	Rebecca -	
Rebecca 0.815		Bye	
WM = 0.154	Rebecca 0.800		
David 0.962			
			Rebecca 0.761



Although the times for Rebecca's Bounty Huntress Mustang had steadily improved, absolutely no-one expected what happened in the final.

Despite very similar reaction times (0.004 apart), Rebecca had the better first couple of feet.

Bill's Vega wasn't making much impact on the Cha-Cha Muldowney Mustang, which still had its nose in front as the two cars approached the finish line...



The white Chevy did pass the Mustang - but was it before or after the line?

Bill won it by 0.003 of a second - so nearly a huge upset for the top qualifier!



Top Speed
Bill - 6.774 mph

Bill's ET was 0.754 and Rebecca's 0.761 - some serious pace for the Mustang and only 0.010 off the TQ time for the Vega. The crowd loved it.

MICRO SCALEXTRIC STREET STOCK

We're getting used to this 20-car field - twelve in the top half of the ladder and eight in the bottom. If all goes to form, top qualifier should meet second qualifier in the final. But that rarely happens...

First to race were Jeff and Jeremy - top and bottom qualifiers. Jeremy won't be unhappy with his ET of 0.805 and losing margin of only 0.108 seconds... However, Jeff's crew were concerned by a slow run of 0.705.

Father and son met in the second race - Jerome beating his dad by 0.045 seconds, for a minor upset on their qualifying order. Both were well short of their best times yesterday. Jane was quick - 0.001 off her qualifying time - to beat Al's Veyron by 0.137 seconds. Jane has two more rounds to get through before she can test Jeff's Audi R8 - and seek revenge for last month's final defeat.

Rebecca's Porsche clocked exactly 0.700 seconds to beat David by 0.064. She'll need to find another 0.050 to worry Jane in Round Two. Bill's stocker was the second car to go sub-0.700 and beat Doug's Nissan by 0.102 seconds. The final race of the top part of the ladder saw an incredibly exciting three-quarters of a second. Hank qualified seven places ahead of Sue, but an appalling start left him with plenty to do... Sue crossed the line 0.003 seconds ahead to give her a huge holeshot win - her ET 0.722 to Hank's 0.702. That gave us a genuine shock in the first round.

Second qualifier Clive started the bottom half of the ladder with a fairly routine win over Dylan. Having said that, the youngster's Ford Focus had a sensational start and Clive's Audi had to pedal hard to catch and pass - the winning margin of 0.074 tells nothing of the drama witnessed by the crowd. Clive's ET of 0.694 was nothing to write home about.

Dave and Noah gave us another race to remember. The American stocker had a slightly better start and that 0.005 second difference was all there was at the finish line - identical ETs of 0.734, but Dave wins it with that holeshot. Tough luck for Noah. Fifth qualifier Laura had an iffy start and gifted Andy a substantial lead. There was no eleven-place upset - the Aston DBR9 got going and crossed the line 0.024 seconds ahead. A bit too close to call for the former Street Stock winner.

That just left Alan and Iain. The Street Stock spec Jags Jag got off the line really quick, but then topped out by half distance. Alan's Audi R8 cruised past, winning by 0.072 seconds and with an impressive ET of 0.679 - third best of the first round.

There were no byes in Round Two - just five straight heads-up eliminator races. Jeff's Audi still didn't sound like it was firing on all ten cylinders - a 0.700 was enough to beat Jerome by 0.043 of a second, but there were plenty of furrowed brows back in the pit area. Jeff would have a bye in the next round, which would give the crew some breathing space to work some magic.

Jane faced Rebecca in the next race. Jane's Nissan beat the Porsche by 0.045 seconds, the ETs 0.669 to 0.713. No surprises between Bill and Sue - the T-Jet and 4-Gear winner got down the strip 0.054 seconds quicker than the former Street Stock finalist. Their ETs were 0.687 and 0.741. Bill would meet Jane in round three to decide who challenged Jeff in the semis. Clive and Dave both posted faster ETs than the first round - Clive winning it by 0.044 seconds with a 0.684.

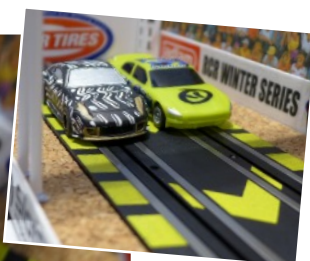
The closest second round race was between Laura and Alan - the fifth and sixth place qualifiers. Laura started well this time, but Alan's Audi edged ahead to win by 0.022 seconds - Alan's ET 0.685. Of the five remaining racers, only top qualifier Jeff had failed to break 0.700 seconds today.

Jeff had a bye in Round Three. He did run and clocked a morale-boosting 0.669.

Jane and Bill served up a huge slice of excitement in their race. Bill got a marginally better start and they looked almost level in the closing stages... The screen showed Jane with a 0.008 advantage at the sensors - her ET 0.656 to Bill's 0.662. Jane would face Jeff in the semi-final.

First, Clive and Alan would fight it out for a place in the final - the winner would have a bye in the next round. It was another incredibly tight run - it looked pretty level-pegging until Alan just edged a tiny gap at the end. The winning margin was 0.014 and the sixth qualifier had dumped out the second seed. Their ETs 0.683 to 0.704.

Twenty cars lined up for Round One



NOSTALGIA T-JET



Top qualifier Bill sat out the first round and watched to see what the other ten racers could do...

Doug looked to have blown his chances with a poor start. Rebecca's AMX was off down the strip, but the green Ford Coupe just managed to catch up on the line. A very slim 0.009 win to Doug, despite 0.859 to 0.913 on the Ets.

Clive duly dispatched Al's Willys Coupe, but knew he'd have to improve on his 0.761 second run. Noah comfortably beat his dad's chrome Impala by 0.220 seconds - the ETs 0.880 to 1.076.



Alan's Anglia is looking quick - a 0.769 run beat Dylan's improving Chevy by 0.460 seconds. In the final race of the first round, Andy's Thunderbolt beat Iain's marvellous Chevy by 0.284. The Chevy has some pace, but is struggling off the line. The ETs were 0.801 to 1.042.

Bill entered the knock-out competition in round two against Doug. The Torino ran a slick 0.654 second run to win by 0.197. Doug's green Coupe doesn't have the wild pace it did in the summer, but is much more controlled and consistent not it's fitted with a wheelie bar. A 0.813 was a best time for Doug so far. Clive's Thunderbolt wasn't showing its best form. However, it had enough for a 0.756 and a 0.097 win over Noah, whose Willys Coupe didn't manage to replicate its qualifying form with a 0.807 after a bad start. The final second round race saw Alan's Anglia leave it late to beat Andy's T-bolt by 0.093 seconds - 0.685 to 0.795. The blue Ford had been leading at half distance. That gave Alan a place in the final - and he sat out his bye round.



The one proper semi final saw top qualifier Bill meet Summer Series T-Jet champ Clive. Both cars improved their times, but it was Bill who triumphed by 0.087 seconds - ETs 0.654 to 0.718.



Round One Round Two Round Three Final

Bill -			
Bye	Bill 0.654		
	WM = 0.197	Bill 0.638	
Doug 0.859			
WM = 0.009	Doug 0.813		
Rebecca 0.913			
		WM = 0.087	Bill 0.645
Clive 0.761			
WM = 0.451	Clive 0.756		
Al 1.201			
	WM = 0.097	Clive 0.718	
Noah 0.880			
WM = 0.220	Noah 0.807		
David 1.076			
Alan 0.679			
WM = 0.460	Alan 0.685		
Dylan 1.042			
	WM = 0.093	Alan -	
Andy 0.801		Bye	
WM = 0.284	Andy 0.795		
Iain 1.042			
			Alan 0.668



The top two qualifiers lined up for what promised to be the quickest T-Jet final seen on the Rock County Eighth Mile.



Alan's Anglia reared up on the start line, ruining his getaway. The Torino immediately pulled out a gap. The Anglia found some grip and powered down the strip, but the Torino was shifting pretty quick too.

Top Speed
Bill - 8.690 mph

The silver Ford passed the finish-line sensors 0.040 seconds ahead.

Congrats to Bill on a second pancake win in two days!

WM = 0.040

Bill



NOSTALGIA MATCH RACING



This month's match-racing began on Tuesday night. We started slow, with the AFX 3-Gear Funny cars of Dylan and Noah. Dylan's 'Cuda won the first round by 0.084 seconds - his ET was 1.077 to Noah's 1.154 and speeds were 4.972 to 4.679 mph. Could Noah's Pinto square up the match on Wednesday afternoon?

Next, we stepped up a few gears and doubled the speed - four of the new Micro Scalextric 2019 Nostalgia cars took to the track. Alan's white Corvette was matched with Iain's Ford in the first race. Their first run was very close - Alan winning by 0.015 seconds. Alan was quickest off the line and their ETs were very close - the Corvette's 0.439 to 0.444 for the Ford. Iain edged it on speed - 10.927 through the speed trap, Alan managing 10.606 mph.



Bill's red Corvette was away quickest, but it was neck-and-neck at the line... Bill broke the sensors just 0.005 of a second ahead - his ET 0.455 and Clive's 0.461. Speed for the Corvette was 10.653 mph, the reading for the Henry J 8.878 - but I think the sensors were confused by the wheelie bar. It looked quicker than that!



Wednesday's action started with Round Two of the match races. Noah took full advantage of a

horrible start by his brother. The green Pinto got down the strip 0.128 seconds ahead, despite a slower ET - 1.222 to 1.134. The match was levelled at 1-1 and the 3-Gears would meet for a decider later on.

The second run for Alan and Iain saw the white Corvette wrap up the match 2-0. Alan went even faster - a 0.430 and 10.606 mph. Iain managed 0.455 and 10.927 mph. The winning margin was 0.029 seconds. Bill also improved his time - an ET of 0.446 and a very rapid 11.174 mph. That was enough to beat Clive by 0.039 seconds and win the match 2-0. Clive's Henry J clocked 0.484 and 8.690 mph.

We hope to have at least two more 2019 Micro Scalextric cars match racing at the next Nostalgia event in February.

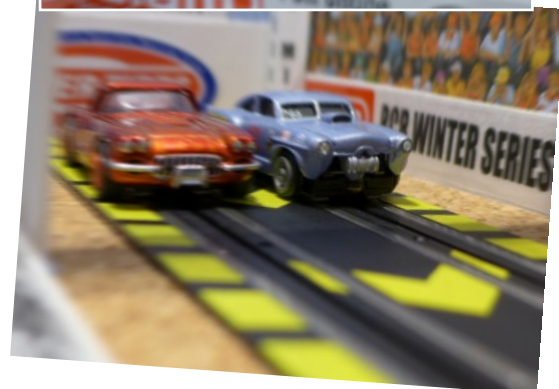


That just left the deciding third run between Noah and Dylan.

This time Dylan got the 'Cuda off the line - but Noah's Pinto matched him inch-for-inch over the first four feet of the strip.

Then the green car faded and the red, white & blue 'Cuda surged to a 0.155 second win to wrap up the match 2-1. Dylan's ET was 1.110 seconds and 4.972 mph. Noah's Pinto finished in 1.254 seconds and 3.977 mph.

The brothers will be back in NHRA Top Fuel match-racing duty next month, but the crew is looking to have a couple of Nostalgia Top Fuelers ready to match race in February.



JANUARY NHRA EVENT PREVIEW



Event #8
Winter Series
12-13 Jan 2021
NHRA

DRAG RACES

- Micro Scalextric Street Stock
- Micro Scalextric Super Stock
- NHRA 4-Gear
- NHRA Top Fuel 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 first HO proxy drag racing of 2021 will be the second of our NHRA-themed events. The main class is - as always - Micro Scalextric Street Stock. The two support classes are Micro Scalextric Super Stock 6.0 and the NHRA Funny Car / Pro Stock class for 4-Gear pancake chassis. There will also be match racing for Auto World 4-Gear Top Fuelers. The build regulations for all the classes can be found on the next page.

The new Super Stock 6.0 was very fast last time out - making it a much more distinct class from Street Stock, which was the aim of the changes. Apart from the Tomy 6-ohm can motor upgrade, cars also featured various gear ratios - although some did very well with the standard Micro Scalextric gearing. Wheelie bars seem pretty essential!

It will also be interesting to see the development of the NHRA 4-Gear cars with the loosening of the 'pancake chassis' rules for the Winter Series. The Nostalgia cars were getting quicker and have Bill's expertise as a mark to beat. Bill won't have a 4-Gear in the NHRA class.

Finally, don't be shy about treating yourselves to a Top Fueler! With a couple more dragsters on the grid, we will look to run these as a full class - with qualifiers and elimination rounds - in future series. They look great and the racing can be huge fun!

Winter Series Dates + classes

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
Jane	108	129				237
Jeff	130	96				226
Alan	73	103				176
Clive	90	85				175
Bill	81	83				164
Rebecca	72	69				141
Laura	69	72				141
Iain	84	52				136
Hank	66	60				126
Noah (J)	68	55				123
Dave	55	68				123
Jerome (J)	51	66				117
Sue	52	63				115
Pete	53	57				110
Andy	57	51				108
David	51	54				108
Al	50	50				100
Dylan (J)	50	50				100
Doug	50	50				100
Jeremy	50	50				100

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
Bill	121			121
Alan	97			97
Clive	84			84
Noah	73			73
Andy	72			72
Doug	71			71
Rebecca	60			60
Iain	59			59
David	58			58
Al	57			57
Dylan	56			56

Nostalgia Funny Car

	Dec	Feb	March	Total
Bill	121			121
Rebecca	95			95
Iain	85			85
Pete/Jerome	74			74
Andy	72			72
Clive	61			61
David	60			60
Doug	59			59
Alan	58			58