

A full guide to

WHO/DIGITAL 2026

Race calendar, formats, build guidelines



**Driver
Seedings
Page 3**

RC564
RACE CONTROL SYSTEM

SCALEXTRIC®

- Eight Wednesdays & Six Saturday events in 2026
- New American SpeedFest Saturday in February
- WHO GT Championship runs from March to June
- WHO Goodwood Revival moves to 3 October
- September Test Evening to prepare for autumn

Racing organised by the
Worthing HO Racing Club





2026 CALENDAR

Wednesday 14 January
Wednesday 11 February
Saturday 21 February
Wednesday 11 March
Wednesday 8 April
Wednesday 13 May
Saturday 20 June
Wednesday 8 July
Wednesday 12 August
Wednesday 23 September
Saturday 3 October
Saturday 17 October
Saturday 14 November
Saturday 12 December

Welcome to...

WHO/DIGITAL 2026

For those new to WHO/digital, here are the basics...

Hardware: All our digital racing uses the Scalextric Sport Digital system, with the C7042 Advanced Power Base and Pit Lane Pro sensors. Wireless Truspeed controllers are provided for all racers.

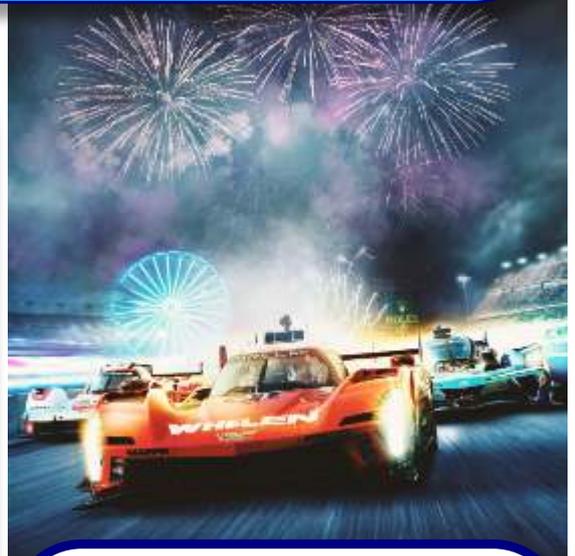
Software: The RCS64 race management system runs all WHO/digital races, using a selection of the RCS64 features including fuel consumption, tyre wear and weather changes (see page 4 for more).

Digital Driving School: Our Nascar & Legends Wednesdays are a perfect learning environment before stepping up to the other events. We ask that you complete at least one of these events.

Digital etiquette: Digital racing is different to standard slot car racing - we all share the same lanes and overtaking is a crucial skill to learn. We ask that all WHO/digital competitors respect the principle of **No Contact Racing** - no deliberate ramming, shoving or pushing of other cars. When faced with a slower car ahead, use the lane changers to overtake. We expect racers to apologise for accidental collisions and to heed any warnings from race control.

Most importantly, WHO/digital is about having fun. We hope you enjoy it!

Mike D, Simon + Andy



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The Digital Slot Car Association exists to promote digital slot car racing and share best practice for governance of competition and car standards. Website: officialdisca.com

WHO/DIGITAL 2026 - The Quick Read...

As we look forward to another action-packed year of Scalextric digital racing, we remain committed to keeping the newly-expanded fourteen-event schedule accessible to all - and having a lot of fun!

We continue to develop our Scalextric Sport Digital system, using the amazing RCS64 race management software to simulate real-life racing events and formats.

For racers new to Scalextric digital racing, we do require you to complete at least one - and ideally two - of the Nascar & Trans-Am Wednesdays before progressing to our other events. This makes sure your digital learning curve is as smooth as possible.

- The Nascar & Trans-Am evenings take place in January & February and then mid-season in July & August. The Nascar team race and Trans-Am pairs race are fantastic fun and make the perfect introduction to our Scalextric digital racing. All equipment is provided and there are also championship points to be won!

- A brand new American SpeedFest Saturday slots into the calendar in February, brightening up the dark winter months. There are two team races, a pairs race and two individual classes. More details are on page 7.

- The WHO Digital GT Championship sees six GT teams compete for two-hours at Wednesday evening events in March, April and May - with a four-hour climax to the championship in June. Our six team captains provide cars for the championship, although you can run your own GT models in June's warm-up pairs race.

- The WHO Goodwood Revival moves to the first Saturday in October. This is, without doubt, the most nerdy event of the year - and we make no apologies for that! Full details are on page 9.

- The Birkett Relay Six Hour race follows two weeks later. Like the real event, every team runs six different classes of cars for an hour each. There are prizes for the overall 'scratch race' winners and the winners of the 'handicap race'. The line-up is on page 10.

- The season ends with two Tin-Top Saturdays in November and December. These will feature our legendary three-race BTCC weekend format, plus three other races. A new Euro Saloons class gives the day a more European feel. Read more on page 11.

- To help prepare your cars for the autumn Saturdays, we have a Wednesday test & fun night in September.

- Finally, we've started simplifying the car build regulations with new Tin Top regs that cover five classes.



RACE FEES 2026

- Wednesdays: £3 (£2 under-16s)
- Saturdays: £6 (£4 under-16s)

A discounted season ticket will be available to cover all Digital events.

Younger racers are very welcome. As usual, we ask that racers 13 years old and under bring a responsible adult with them.



2026 DRIVER SEEDINGS

GOLD: Alex, Mike D, Andy, Oliver, Dean, Terry

SILVER: Rob, Ollie, Ryan, Ash, Jeremy, Simon C

BRONZE: everyone else**

** Regular DiSCA racers are seeded Silver, with DiSCA race-winners Gold.

WHO/DIGITAL 2026 Introduction to RCS64

RCS64 RACE CONTROL SYSTEM

We use the latest version (v.4) of RCS64 at WHO/digital, so not all the info on the RCS64 website is relevant.

There are detailed fact sheets and a video on the RCS of the WHO/digital website to help you understand how it all works.

Here is a summary of RCS64 and the key simulations we use.

Race Control System 64 is a slot car race management system designed for Scalextric Sport Digital and specifically for the C7042 six-car advanced powerbase.

What does it do? RCS64 not only times the laps of the slot cars, but it simulates weather conditions, tyre wear and fuel use. RCS64 also controls pit stops and penalises drivers who jump the start.

What effect do the simulations have on the car? If it rains you may want to change to your wet tyres – if you don't your car will be very difficult to handle in the slippery conditions. Braking will be delayed if your tyres are worn. If you run out of fuel or wear out your tyres, your car will no longer count laps. You must pit immediately!

At WHO/digital we use RCS64 in different ways to simulate real-life motor racing formats like our BTCC championship and GT Championship.

Fuel simulation

- The faster you drive, the more fuel you burn
- The more fuel in your car, the slower your car will drive
- As you burn off fuel, the car will get quicker
- If you run out of fuel, you must pit!
- Refuel in the pits
- You can change tyres when you refuel.

Tyre simulation

- Choose either hard or soft tires to race on a dry track. Intermediate and full wet tyres are available for damp or wet tracks
- The harder you drive, the faster your tyres will wear. Replace worn tyres or change to alternative compounds in the pits
- The more you brake, the faster your tyres wear. The more worn your tyres are, the harder it is to slow down.

Weather simulation

- Check the weather forecast before the race and plan your race strategy. The weather forecast is not always correct!
- Grip and braking will be effected in wet conditions
- Come into the pits to change to either intermediate or wet tyres when it rains
- Change back to hard or soft tyres when the track dries – intermediate or wet tyres wear quicker on a dry track
- The higher the track temperature, the quicker your tyres will wear.

Team-work wins races

- There is plenty of information to digest during a WHO/digital race - data on the RCS64 monitors and announcements from race control.
- The key to a good result is to plan your race strategy and work as a team.
- While the driver is concentrating on driving, team mates can digest all the information about tyre wear, fuel levels and gaps to your nearest rivals.

● We have an *RCS64* page on our website ●

WHO/DIGITAL 2026 Truspeed Controllers



The **Truspeed SSD IV** is a quality wireless digital controller that works with the Scalextric Sport Digital Advanced Powerbase (APB) via the Slot Car Solutions wireless receiver.

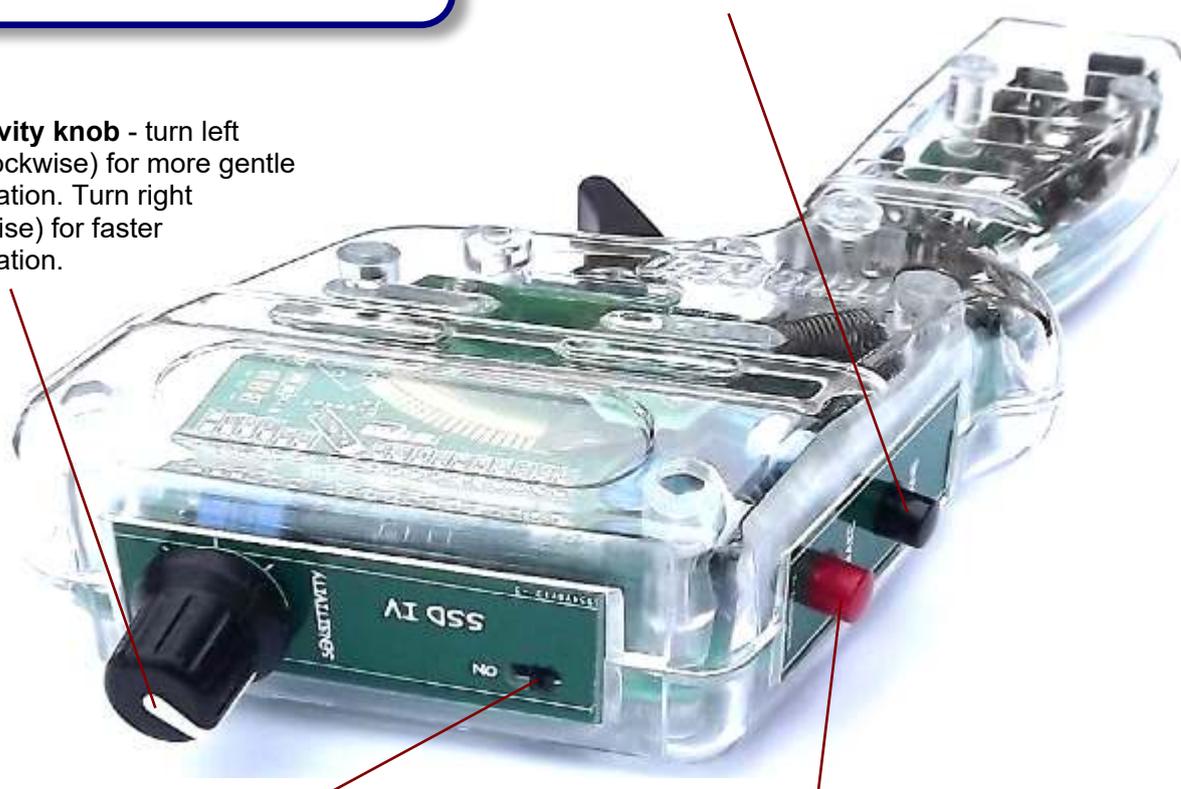
With wireless controllers, drivers can move around the track and get up close to the display monitors and to the pit lane.

The main features are explained here.

Black 'Lane Change' button - this is used to change lanes during a race. However, it also has menu functions in RCS64:

- Tyre choice before a race
- Scrolls through options in pit menu

Sensitivity knob - turn left (anti-clockwise) for more gentle acceleration. Turn right (clockwise) for faster acceleration.



On-Off switch - the controller will switch itself off when not in use. If your controller is not working correctly, use this switch to turn off and then on again.

Red 'Brake' button - this button is used to brake during a race. However, it also has menu functions in RCS64:

- Lights up the 'Ready' box before a race
- 'Select' button in pit menu

BUYING CARS FOR WHO/DIGITAL EVENTS

Depending on what events you can attend, your first car purchases should be aimed at the individual races at the Tin Top Saturdays in November and December. A BTCC car will get six races per year, Euro Saloons and Carrera Nascars will both get two. For the Goodwood Revival races, the Richmond, Sussex & Whitsun Trophy individual races are annual events. Cars for pairs races - Trans-Am (4 races), St Mary's Trophy & TT Celebration (one race each) are perfect if you are racing with a friend or family member.



WHO/DIGITAL Nascar & Trans-Am Wednesdays

Our Nascar & Trans-Am Wednesdays are the perfect introduction to digital racing for new drivers and remain brilliant fun for WHO Digital veterans.

- New racers must complete at least one (and preferably two) Nascar & Trans-Am evening to progress to our GT Championship and the Saturday events.
- All the evenings feature a Nascar club car team race, followed by a bring-your-own Trans-Am pairs race.
- You don't need to buy any cars to enjoy these four Wednesday events.
- During the evening we gradually introduce the tyre wear, fuel consumption and weather features of our RCS64 race management software. Team captains will get you up to speed with the nuts and bolts of digital racing - and to the subtleties of race strategy.
- Doors open at 6.30pm for practice and digital driving school. Teams are allocated and we start racing with evenly-matched club cars as near to 7pm as possible.
- An hour of action is divided into three or four segments of either 15 or 20 minutes, including driver changes every five minutes.
- Teams swap cars at each break - winners with last place, second with fifth etc. After an hour of racing, total laps are added up and prizes awarded at around 8.30.
- Trans-Am cars are back for the pairs race for 2026-8. Scalextric and Pioneer models of cars that raced in the Trans-Am series between 1966 and 1972 are eligible. A full list can be found on page 12, along with guidelines to prepare your cars for the race.
- The usual Trans-Am format is two 8-minute qualifying heats, with a driver change at half-distance.
- The cars completing the most laps in their 8-minute heat automatically qualify for a the feature race, the other six battle it out for the remaining places in an 8-minute 'B-Final'.
- In the unlikely event there are only six Trans-Am cars (or fewer), a single twenty minute race is held - a driver change window straddling the half-way point of the race.
- And that usually takes us up to around 9.30pm - or sometimes a little later.

NASCAR & TRANS-AM

Wednesday 14 January
Wednesday 11 February
Wednesday 8 July
Wednesday 12 August



PREPARING A CAR FOR RACING

Out of the box, any slot car can be a bit hit and miss. At WHO, we like to keep cars fairly 'stock' - without modifications. We must remove traction magnets and usually replace the rear tyres and add a little weight to stabilise the car.

However, there are plenty of tweaks to help a standard car perform much better. This video guide might help...

- Gary's video for Scalextric: <https://youtu.be/nod0pK00zvU>
And please do ask at any event for advice and guidance.

WHO/DIGITAL American SpeedFest Saturday

During the cold months of the year, American motorsport heads to the warmth of Florida to entertain us at Daytona and Sebring. Our brand new American SpeedFest Saturday in February pays homage to the best of American racing.

There are two team races, a pairs race and two individual events to mix things up during the day. As always, doors open for practice at 10am and we aim to finish around 4.30. There are no club cars for our Digital Saturdays and we expect all new racers to have successfully completed at least one Nascar & Trans-Am Wednesday evening event.

Race One is a Pioneer Legends pairs race, which we hope will get us up to speed and learn the track. These little cars have thrilled us on Wednesday nights over the past three years and now have a new home. They will run to the same build regulations as before - if you need a copy of the regs to build a new car, please let us know.

Race Two is Sebring Seventies - a 45-minute team race for Scalextric and Fly models of GT cars that raced at the 12 Hours of Sebring from 1973 to 1977. Eligible cars are:

- Scalextric Porsche 911 3.0 RSR
- Scalextric Chevrolet Corvette L88
- Fly Ferrari Daytona 365 GTB/4
- Fly Porsche 911S
- Fly Porsche 934 and 1977 934/5
- Fly BMW 3.5 CSL IMSA

Only six cars will run, entered by the team captains. Cars should be prepared to Scalextric Tin Top regs. Working lights are preferred, but not essential.

Race Three is another chance to run the awesome Carrera Classic Nascars. This is an individual race with a heats and finals format. Build regs are on page 14.

Race Four is Can-Am - another individual race featuring models of the unrestricted monsters that delighted crowds from 1966 to 1974. We will use brand eligibility and regs from the Goodwood Whitsun Cup (page) and limit entry to genuine Group 7 Can-Am cars (plus the 1965 SCCA precursor), no GT40s, Ferrari 330s or Alfa 33/3s please. Any questions about suitable cars, please ask.

The final race is a two-hour team race into the dark for the new Scalextric LMDh (Le Mans Daytona hybrid) models - currently the Cadillac V-Series.R and Porsche 963. These cars will be provided and prepared by our captains. We will use the same regs as the GT Championship (page 13). For 2026 and 2027, the older Scalextric Ford Daytona Prototype (Riley) and Ginetta G60-LT-P1 will also be permitted - if you have one already - but these will be allocated a smaller fuel tank in RCS64. Working lights are essential for this as we'll turn off the main hall lights and race with the up-lighters.

We do hope you enjoy this new event on the calendar!

AMERICAN SPEEDFEST
Saturday 21 February



Pioneer Legends



“Sebring Seventies”



Carrera Classic Nascar



Can-Am



Le Mans Daytona hybrids



WHO/DIGITAL GT Championship 2026

- The championship uses Scalextric models with our local interpretation of the DiSCA GT4 Scalextric Clubman regulations (see page 13).
- The championship will be run on four different Scalextric digital layouts, using RCS64 software and fuel, tyre and weather simulations.
- Only six teams will take part in the championship. These will be led by one of our Gold seeded drivers, with a deputy who can prepare the car or run the team on behalf of the Gold driver.
- Teams may use different cars during the season, but a car cannot be changed at an event after the Super-pole qualifying session has begun.
- Extra drivers are allocated to every team at each race, ensuring that everyone who attends can take part. New drivers must have successfully completed at least one Nascar & Trans-Am Wednesday.
- Teams are Pro-Am - meaning that each team must have at least one Bronze-rated driver in order to score championship points. If there are less than six Bronze drivers available, a Silver-Silver pairing is permitted.
- A practice session of 30 minutes is available at each GT Championship event.
- A two-minute Super-pole session sets the grid for the race and the fastest team (and driver) earns an extra championship point. The team member who qualifies the car must drive the first stint of the race.
- Each driver must complete an equal number of 20-minute stints during the race - apart from a team of four (or five) in a 2-hour race, in which case Bronze drivers must complete at least half the race stints.
- Double and triple stints are permitted.
- There is a designated driver change window every 20 minutes. The driver change must take place in the pit lane. The window is open for 2 minutes. A car changing drivers must not leave the pit before the window opens - or enter the pit after the window has closed. The 120-second countdown will be communicated by race control.
- Each team is responsible for a marshalling point on the circuit during qualifying and the race. Desertion of the marshalling post may result in a Stop-Go penalty.
- Cars must be fitted with a rear wing at all times during qualifying and the race. If the wing falls off, the team has five laps to replace it via a pit stop in the pit lane.
- The top three teams will receive a 'success penalty' at the next race. This will consist of a time penalty added at pit stops. The penalty depends on the race length.
- Weather simulations are now more random, with an increased chance of no weather changes or between one and five changes during the race.
- Any disputes must be lodged by a team captain to race control within 24 hours of the race ending. The decision of race control is final.

GT

WHO Digital GT Championship

2025



- Wednesday 11 March - 2 Hours
- Wednesday 8 April - 2 Hours
- Wednesday 13 May - 2 Hours
- Saturday 20 June - 4 Hours

- Six Pro-Am teams led by Gold drivers
- RCS64 with fuel, tyre & weather
- 2 minute Super-Pole session
- 20 minute driving stints
- DiSCA GT4 Scalextric Clubman regs
- Balance of Performance
- Success penalties at each race
- Random weather selection



Driving standards

A reminder that the following are unacceptable and a 20-second Stop-Go penalty will be applied after two warnings:

- Intentional or excessive contact with another car
- De-slotting a car by driving into the back of it
- Intentionally stopping on the circuit
- Lane-changing to block a faster car while being lapped
- Aggressive behaviour - including shouting - towards fellow drivers, marshals or officials.

WHO/DIGITAL Goodwood Revival 2026

At our Goodwood Revival Saturday we race models of cars from the 1948-1966 era, when the Goodwood Motor Circuit in West Sussex held regular national and international race meetings.

The aim of the day is to recreate the atmosphere of the Goodwood Revival historic racing festival that has been held since 1998. Our racing uses the Scalextric Sport Digital system and RCS64. Cars will be run without traction magnets and may be modern ready-to-run (RTR) models, kits or scratch-builds. We race on a layout inspired by the Goodwood Motor Circuit, featuring a single-lane chicane.

The 2026 WHO Goodwood Revival event will include all six classes listed below. Detailed build regulations start on page 15.

RAC TT Celebration: A pairs race (with driver change) for 1959-64 closed-cockpit GT cars featuring front-motored RTR models by Scalextric, Revell and Fly, using original wheels.

St Mary's Trophy (Parts I & II): A two-part pairs race (one ten-minute heat per driver) for 4-seat, hard top saloon cars 1948-1966. The aggregate of the two drivers' scores count towards the final result. RTR models by Scalextric, Carrera and Revell with standard S-Can motors or FF as fitted. Also George Turner kits (GTM chassis) or other bodies with PCS32 chassis. Wheel & tyre width: Minimum 5mm, maximum 10mm.

Kinrara Trophy: A 45-minute team race for 1959-64 closed-cockpit GT cars. Must have headlights fitted and use a Scalextric or PSR AC6 S-can motor. A 3D-printed chassis with Slot.it pod (inline or Sidewinder) may be used, or suitable George Turner cars with supplied chassis. Wheels & tyres: minimum diameter 19mm, minimum width 5mm, maximum width 7.5mm.

Richmond Trophy: An individual sprint race for front-engined 2.5-litre Grand Prix cars 1948-1960 to include George Turner kits, plus Cartrix and Scalextric RTR cars. Wheels & tyres: minimum diameter 19mm, minimum width 5mm, maximum width 7.5mm. Rear track must not exceed a maximum overall width of 55mm.

Sussex Trophy: An individual sprint race for 1950-59 World Championship sports cars and production sports racing cars featuring RTR models and kits by George Turner, Racing Replicas, OCAR etc using a Scalextric or PSR S-can motor. Wheels & tyres: minimum diameter 19mm (front) 21mm (rear), minimum width 5mm, maximum width 7.5mm. Maximum overall width of car 57mm.

Whitsun Trophy: An individual race for Sports Prototype and Can-Am cars to 1966, including various RTR models and George Turner kits. Maximum tyre width 10mm, minimum rear diameter 20mm.

Motors. All built kits and scratch built cars must be powered by either a standard Scalextric C8146 S-Can motor or the Pendles PSR AC6 double-shaft can. Kits requiring a slim can motor should use the PSR AC1 can. A throttle profile is available to suit Scalextric slim can motors.

Slot.it and Policar models are eligible for the Whitsun Trophy, but must be run as with a built kit - using a Scalextric or PSR AC6 motor and Scalextric gear ratios.

WHO GOODWOOD REVIVAL 2026 Saturday 3 October



Driver Seedings

Pairs and teams must only include one Gold-rated driver. In 2026, these are: Alex, Mike, Andy, Oliver, Dean & Terry.

Concours d'Elegance

During and after lunch, a Concours d'Elegance competition will be held for all the cars that have been built or re-liveried for the day. Everyone will get to vote on their favourite-looking car and a prize awarded.



Dressing up

Dressing up in the style of the 1950s or 60s is a fun part of the real Goodwood Revival. Fancy dress is not compulsory, but is encouraged - even a old-fashioned hat or a retro T-shirt would be great.

Classic Slot Car Racing Association

We have based our Goodwood Revival build guidelines on the superb CSCRA rules. These encourage competitive racing while ensuring some exquisite-looking classic cars - exactly what we're hoping for.



WHO/DIGITAL Birkett Relay Six-Hour Saturday

The Birkett Relay Six Hour race is a quirky, but quite magnificent format that has run since 1951. Its current home is Silverstone and is organised by the 750 Motor Club.

The basic idea of the relay is that each team runs several cars during the event - a handicap system meaning a vast array of cars appear on the track at the same time and no-one quite knows who has won until after the chequered flag has fallen.

Our WHO version of the Birkett relay simplifies things a bit. Over six hours, each team races cars from six different WHO classes - a mix that will change each year.

In 2026, we are looking to stick with six WHO Digital favourites to make car preparation as easy as possible...

- WHO BTCC
- Euro Saloons
- WHO GT Championship, including Carrera & SCX
- Pioneer Legends
- Whitsun Trophy, plus 1967-69 sports prototypes.
- Slot.it Group C

Teams can run their cars in any order they want - as long as each car runs for the full hour. An important heads-up: the final hour will be run in twilight, with just the up-lighters on.

Each 'hour' will be a separate event in the RCS64 software, with a 58-minute race time and a two-minute turn-around when the new car replaces the previous one on the track - exactly where the previous one has stopped.

Birkett Relay Teams from 2025 have first dibs on places for 2026. These were Gearzilla, Fuller-Beans, Écurie Escargot, Days of Blunder, Maximus Gastropodus and Brake 'til Tyre. If you'd like to create your own team for the event, let us know.

Teams have a looser line-up compared to our other team races. Although no restrictions on driver gradings, teams must have equal driving time across the six hours. 20-minute driving stints will apply, with double or triple stints allowed. The total of 18 stints must be shared equally between a team's drivers.

There are two prizes up for grabs. The team with the most laps wins the Scratch Race. The team with the highest total after adjustments wins the Handicap Race. Teams get a +50 lap adjustment for each bronze driver +20 laps for each Silver driver + 25 laps for each racer under 16 years old and +5 laps for over-65s. One team cannot win both prizes, so the Scratch Race winners are not eligible for the Handicap Race win.

Our Birkett Relay remains in development. Although sticking with current and former WHO classes, we wouldn't mind looking at new classes in the future. Let us know what you think.

BIRKETT RELAY 2026
Saturday 17 October



WHO/DIGITAL Tin-Top Saturdays 2026

Our Tin-Top Saturdays end the year with a quick-fire mix of formats and vast array of wonderful saloon cars - centred around our awesome three-race BTCC weekend simulation.

The Tin Top Saturdays are not suitable for beginners - we require that you complete at least one (preferably two) Nascar & Trans-Am Wednesdays to get you up to speed.

There are no club cars available for these tin-top races, although there are occasionally loaners. We recommend that BTCC and Euro Saloons are the first WHO/digital classes you buy cars for (see info at the foot of pages 5 and 6). A simplified set of Scalextric Tip Top build regs now cover the team race, BTCC and Euro Saloon classes. You can find them on page 12.

Doors open at 10am for practice and scrutineering.

Tin-Top Team Race: The racing starts at 10.45am with a tin-top team race. The Scalextric Ford Sierra, BMW E30 and Holden VL Commodore models compete in a classic late-80s saloon enduro. Six teams - each led by one of our Gold drivers - will compete for 30 minutes. Tin Top build regulations are used for this race, with working lights required. For a dry race, both Soft and Hard compound tyres must be used by each team via the RCS64 pit menu.

BTCC championship: Just like the real thing, our Scalextric BTCC racing is very exciting. We simulate a BTCC race weekend with three 16-lap races through the day. Our format includes BTCC features such as success ballast, an option tyre and a reverse grid for race three.

The BTCC day starts with a qualifying session that sets the grid for Race One - a series of six-car 16-lap heats that allows at least one car to 'step-up' into the next heat. The grid for Race Two is set by the result of Race One. Race Three is the reverse grid race, with the Race Two winner's starting position set randomly by drawing lots.

Points are awarded for the six BTCC races in November & December and a trophy awarded to the champion.

Carrera Classic Nascar: This features the fabulous Carrera 'tanks' as an individual race. The format includes a qualifying session, semi-final and feature. The build regulations (page 14) guides you through what's needed to make these cars work on Scalextric digital track.

Euro Saloons: We've pruned the old Muscle Car Mondiale class, but this race still features a vast and eclectic bunch of Scalextric saloon and touring car models. These are now limited to cars that were produced in Europe before 2000 - with an eligibility list on page. Euro Saloons is a single-driver race format and there are no club cars available. We use a format with three parallel 10-minute heats sending two cars each to a shorter 5-minute feature race. The heats are seeded according to the 2026 driver grading.

TIN-TOP SATURDAYS

14 November
12 December



WHO/DIGITAL 2026 Scalextric Tin Top Regs

These are standardised regulations for Scalextric and Pioneer cars running in Trans-Am, Group A, Euro Saloons, BTCC and 'Sebring Seventies' races. Eligible models are listed opposite.

1. Digital Chip

Unmodified Scalextric C8515 EasyFit digital plug (any version).
Unmodified Scalextric C7005/6 retro-fit chip for non-DPR models.

2. Body

Bodies, windscreens, window glass and all detailing parts must be used complete and unmodified. Body to chassis mountings must not be lowered in any way. Tabs may be removed to aid body float. The original windscreen and window glass must remain fitted. Bodies may be repainted. All cars should carry at least three racing numbers. The body must be mounted to the chassis using the original fixing locations and methods. Any screws and washers may be used.

2a. Cockpit/interior

Original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may be lightly trimmed for the benefit of fit and clearances.

3. Chassis

The chassis must be the one originally intended for the body being used. PCR chassis are not permitted. No modifications to the motor, axle or guide mountings positions. Minor sanding of the chassis edges is permitted to allow the body to move freely on the chassis.

4. Motors & Motor Mounting

All cars must be powered by one of the following motors:

- **Standard 18,000 rpm 'S' can** (FC130) motor as fitted to original car (i.e. Pioneer in Pioneer car, Scalextric in Scalextric etc).
- **FF-050 motor** - original Scalextric slim-can motor may be replaced with lower-revving version such as the PSR AC1. A throttle profile to suit the Scalextric slim-can motor is available.

Motors may be glued into place.

5. Gears, axles, bearings and wheels

Gears, axles, bearings and wheels must be parts original to the manufacturer and car being run.

6. Tyres

Any rubber or urethane tyres are permitted. Front tyres can be coated in superglue or varnish to reduce grip. Tyres may be glued and trued. No tyre additives that leave residue on the tyres or track may be used.

7. Guides

Cars must use the original guide, as supplied with the car. The guide blade may be trimmed to aid clearances. Any screws and washers may be used.

8. Braids

Original pick-up braids or 'robust' copper braids may be used. Braids must be cut so they do not protrude beyond the rear of the guide flag.

9. Ballast and Traction Magnets

Traction magnets must be removed. Ballast may be added to any car as desired, provided that it is placed within the confines of the body and chassis and is firmly fixed in place.

10. Lights & wiring

Original headlights and tail-lights should remain, if fitted. Lights are required for Tin Top team race cars.



Trans-Am 1966-72 car list:

AMC Javelin
Chevrolet Camaro - 1968, 1969 & 1971
Chrysler Hemicuda
Dodge Challenger
Dodge Charger
Ford Mustang - 1965, 1966 & BOSS 302
Mercury Cougar
Plymouth Barracuda

Group A Team Race car list:

BMW E30 M3
Ford Sierra RS500
Holden VL Commodore

Euro Saloons car list:

Austin Mini 1275GT
Austin Mini Cooper S
Austin Mini Miglia
BMW E30 M3
BMW320i
Ford Anglia 105E
Ford Capri MK3
Ford Lotus Cortina
Ford Escort Mk1, RSR & Mk2
Ford Sierra RS500
Jaguar Mk1 & Mk2
Jaguar E-Type
Jaguar XJ-S
MGB
Morris Mini Cooper S
Rover Vitesse SD1
Volvo 850 Estate
VW Beetle
VW Golf GTI Mk1

BTCC car list:

BMW125 Series 1
BMW 330i / 330e
Honda Civic Type-R FK2
Honda Civic Type-R FK8
MG6
VW Passat

WHO/DIGITAL GT & LMDh 2026 Regs

WHO GT Championship and LMDh (Le Mans Daytona hybrid) cars run to our local interpretation of DiSCA GT4 Clubman Scalextric standards. These guidelines allow limited alternatives to standard parts.

Note: Where freedom in parts is specified, this is to overcome poor availability of Scalextric spares.

1. Digital chip

Unmodified Scalextric C8515 EasyFit digital plug (any version).

2. Body

Must be a high-detail Scalextric model from the list opposite Rear wings must remain fitted at all times - and may be rubber mounted. Body to chassis mountings must not be lowered in any way. Tabs may be removed to aid body float. The body must be mounted to the chassis using the original fixing locations and methods. Screws and washers are free.

2a. Cockpit/interior

Original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may be trimmed for the benefit of fit and clearances. Sidewinder cars may use vac-formed interior, which must be realistically painted and original roll bar fitted.

3. Chassis

Chassis must be an original Scalextric chassis with either in-line or sidewinder motor orientation. PCR chassis are not allowed. Chassis modifications for fit and clearances of components are allowed. Any other non-specified modifications to the chassis are illegal.

4. Motor & Gears

All cars must be powered by an unmodified Scalextric 18,000 rpm S-can motor, which may be glued to the chassis. Gears must be standard Scalextric plastic items only - 9:27 for inline or 11:36 for sidewinder.

5. Wheels & Tyres

Wheels may be original Scalextric or 17.3mm diameter Slot.it plastic wheels, fitted with appropriate Slot.it inserts. Tyre compound may be rubber or urethane. Tyres may be glued and trued. Front tyres may be coated with varnish. No tyre additives that leave residue on the tyres or track may be used. Maximum width of rear tyres is 11.5mm. When viewed from above, tyre edges must be contained within the widest point of the wheel arch.

6. Axles & Bearings

Axles are free, but must be solid steel. Bearings and spacers are free, but only concentric plain bearings are allowed. Ball bearings are illegal.

7. Guides & Braids

Any standard-depth guide can be used together with an adapter (eg Johnny's Workshop, Pendles or Andi Rowland). Original pick-up braids or 'robust' copper braids may be used. Braids must be cut so they do not protrude beyond the rear of the guide flag.

8. Ballast & Traction magnets

Traction magnets must be removed. Ballast may be added to the car as desired, provided that it is placed within the confines of the body and chassis and is firmly fixed in place.

9. Lights & Wiring

Original headlights and rear lights must be fitted and working. Additional LEDs may be fitted to aid identification.



SCALEXTRIC

LMDh eligible cars:

Cadillac V-Series.R

Porsche 963

Grandfathered cars - eligible for 2026-7 only & with limited fuel tank:

Ginetta G60-LT-P1

Ford Daytona Prototype (Riley XXVI)

SCALEXTRIC

GT Championship eligible cars:

Aston Martin Vantage V12 GT3 - SW

Aston Martin Vantage V8 GT3

Audi R8 GT LM - SW

Bentley Continental GT3 - SW

BMW Z4 GT3

Chevrolet Corvette C6R - SW

Chevrolet Corvette C8R

Ferrari F430 GT2 - SW

Ford GT GTE

Ford Mustang GT4

Ford Mustang GT3

Jaguar XKR GT3 - SW

Lotus Evora GT4 - SW

Maserati Trofeo GT MC (2010 model) SW

McLaren MP4 12C GT3 - SW

Mercedes AMG GT3

Mercedes AMG GT3 Evo

Porsche 911 RSR

Porsche 911 GT3R (2022 model)

**All cars must be 'high-detail' - set cars with blacked-out windows cannot be used*

Any new Modern GT & LMDh cars in the 2026 Scalextric catalogue will be added.

DISCA GT4

WHO/DIGITAL 2026 Carrera Classic Nascar

The WHO/digital Classic Nascar class is for ready-to-run Carrera cars prepared within these guidelines. Note minimum tyre heights - 21mm at front, 22mm at rear - and maximum tyre width of 8mm. Suggested models are listed in the right-hand column.

1. Digital Chip

Unmodified Scalextric C7005/6 retro-fit chip or Slot.it SP15B.

2. Body

Bodies, windscreens, window glass and all detailing parts must be used complete and unmodified. If adjustments are made to lower the body, the original stance must be maintained and the chassis must be visible from the side. Bodies may be repainted. All cars should carry at least three racing numbers. Any screws and washers may be used.

2a. Cockpit/interior

Original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may be trimmed for the benefit of fit and clearances, especially around motor area.

3. Chassis

The chassis must be the one originally intended for the body being used. No modifications to the motor, axle or guide mountings positions. Minor sanding is permitted to allow the body to move freely on the chassis. Side exhausts must be present and fixed in original position.

4. Motors & Motor Mounting

All cars must be powered by a standard Carrera S-Can motor, as fitted. Capacitors, wires and solder can be removed from top of motor. A ferrite man must be added between digital chip and motor. No other modifications to motor. Motors may be glued into chassis.

5. Gears, axles, bearings and wheels

Gears, axles, bearings and wheels must be parts original to the manufacturer and car being run. Components may be glued in place.

6. Tyres

Any rubber or urethane tyres are permitted. Minimum tyre diameter is 21mm at front and 22mm at rear. Maximum tyre width is 8mm. Front tyres can be coated in superglue or varnish to reduce grip. Tyres may be glued and trued. No tyre additives that leave residue on the tyres or track may be used.

7. Guides

Cars must use the Carrera guide mechanism supplied with the car. Guide blade may be Carrera (black or red) or BRM S-126 alternative. For clearance on Scalextric Sport Digital track, the guide blade must be trimmed to a maximum depth of 7mm and notched at the front. It is also recommended that the maximum thickness is 1.5mm, maximum length is 25mm and a point is sanded on the leading edge, otherwise the car will stall on some track pieces.

8. Braids

Original pick-up braids should be used. Braids must be cut so they do not protrude beyond the rear of the guide flag.

9. Ballast and Traction Magnets

All traction magnets must be removed. Ballast may be added to the car as desired, provided that it is placed within the confines of the body and chassis and is firmly fixed in place.

10. Wiring

Original wiring loom and PCB switch may be replaced.



These fabulous Carrera 'tanks' finally get their own class at WHO. The models below are still produced by Carrera and available new in the UK from Pendles and Jadlam. The older Plymouth Fury, Ford Thunderbird & Chevy BelAir models may be run to the St Mary's Trophy regulations (p16).

Dodge Charger 500



Dodge Daytona Charger



Ford Torino Talladega



Plymouth RoadRunner



Plymouth Superbird



You can find tuning tips for these cars at [Home Racing World](#).

The RAC TT Celebration race for 1959-64 closed top GT cars. Front-motor Ready to Run (RTR) models using mostly original components. Cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C7005/6 Retro-Fit Digital chip or Slot.it SP15B.

2. Body

Bodies, windscreens, window glass and all detailing parts must be used complete and unmodified. Body to chassis mountings must not be lowered in any way. Tabs may be removed to aid body float. The original windscreen and window glass must remain fitted. Bodies may be repainted. All cars should carry at least three racing numbers. The body must be mounted to the chassis using the original fixing locations and methods. Any screws and washers may be used.

2a. Cockpit/interior

Original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may be trimmed for the benefit of fit and clearances.

3. Chassis

Only front-motored models are eligible with a chassis originally intended for the body being used. 3D printed chassis are not permitted. No modifications to the motor, axle or guide mountings positions. Minor sanding of the chassis edges is permitted to allow the body to move freely on the chassis.

4. Motors & Motor Mounting

Only cars with front-mounted S-Can motor are eligible for this class. All cars must be powered by unmodified original or manufacturer's replacement motor and drive-shaft. Motors must be mounted in the original motor mounts. Motors and drive-shaft bearings may be glued into place.

5. Gears, axles, bearings and wires

Cars must use original or manufacturer's replacement parts. Bearings may be glued into place.

6. Wheels and tyres

Original front and rear wheels must be retained. Tyre width: Minimum 5mm, maximum 7.5mm. The width is measured as the contact area with the track. Minimum diameter: 19mm (front) 21mm (rear). Any rubber or urethane tyres are permitted. Front tyres can be coated in superglue or varnish to reduce grip. Tyres may be glued and trued. No tyre additives that leave residue on the tyres or track may be used.

7. Guides

Cars must use either original guide or a SureChange guide to hold the lane-changing LED. A SureChange guide is the preferred way to convert a front-motored model to digital.

8. Braids

Original pick-up braids or 'robust' copper braids may be used. Braids must be cut so they do not protrude beyond the rear of the guide flag.

9. Ballast and Traction Magnets

Traction magnets must be removed. Ballast (eg lead sheet or tungsten putty) may be added to any car as desired, provided that it is placed within the confines of the body and chassis and is firmly fixed in place.

10. Lights

Cars may be fitted with working front and rear lights.



Eligible car list:



Scalextric

1962 Ferrari 250 GTO

1963 Jaguar E Type

1963 AC Cobra 289 Hardtop

1963 Aston Martin DB5



Revell-Monogram

1962 Ferrari 250 GTO LM

1963 Jaguar E Type

1963 Corvette Grand Sport

1964 Shelby Cobra Daytona



Fly

1962 Ferrari 250 GTO

1963 Alfa Romeo TZ2

SURECHANGE GUIDES

SureChange guides are available from the WHO/digital club shop. We will sell them at cost price.

The St Mary's Trophy is a two-part pairs race (one ten-minute heat per driver) for saloon cars 1948-1966. Ready to Run (RTR) cars and kits can be run. All cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C8515 EasyFit Digital Plug (any version), C7005/6 Retro-Fit Digital chip or Slot.it SP15B for non-DPR cars.

2. Body

For RTR cars, bodies, windscreens, window glass, interiors and all detailing parts must be used complete and unmodified. Kits must have hard plastic or resin bodies, but may use vacuum-formed windows. All cars should be decorated in a suitable period style and must carry at least three racing numbers.

2a. Cockpit/interior

For RTR cars, original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may only be modified by having excess material removed from the underside to aid fitment and body roll. Kits may use a vacuum-formed interior, suitably decorated and with a detailed driver head, plus shoulder, arms & steering wheel.

3. Chassis

RTR chassis must be original and intended for the body being used. No modifications to the motor, axle or guide mountings positions. Minor sanding of the chassis edges is permitted to allow the body to move freely on the chassis. George Turner kits must use the supplied chassis. Other kits must use the PCS32 chassis.

4. Motors & Motor Mounting

Kits must use standard Scalextric or PSR AC1 or AC6 motors. RTR cars must use motor supplied or the PSR AC1 or AC6. Motors must be mounted in the original motor mounts. Motors may be glued into place.

5. Gears, axles and bearings

RTR cars should run with the gears, axles and bearings they come with. Kits can use any make of components, but must use a standard Scalextric gear ratio:

- Sidewinder - 11T pinion & 36T spur gear.
- Inline - 9T pinion & 27T crown gear.

6. Wheels and tyres

Wheels may be plastic or alloy with suitable wheel inserts fitted. Tyre width: Minimum 5mm, maximum 10mm. The width is measured as the contact area with the track. Any rubber or urethane tyres are permitted. Front tyres can be coated in superglue or varnish to reduce grip. Tyres may be glued and trued. No tyre additives that leave residue on the tyres or track may be used.

7. Guides

RTR stock guide as per chassis. Kits may use any standard-depth (not wood track) guide.

8. Braids

Original pick-up braids or 'robust' copper braids may be used. Braids must be cut so they do not protrude beyond the rear of the guide flag.

9. Ballast and Traction Magnets

Traction magnets must be removed. Ballast (eg lead sheet or tungsten putty) may be added to any car as desired, provided that it is placed within the confines of the body and chassis and is firmly fixed in place.



Suggested cars list:

Scalextric

1957 Jaguar Mk1
1959 Mini Cooper Mk1
1959 Ford Anglia 105E
1963 VW Beetle
1963 Ford Lotus Cortina Mk1
1965 Ford Mustang
1965 Ford Mustang GT350

Revell-Monogram

1963 Ford Galaxie 500
1963 Lotus Ford Cortina Mk1
1965 Ford Galaxie 500
1965 Ford Mustang GT350

Carrera

1956 Ford Thunderbird 'Blown Bird'
1957 Chevrolet Bel Air Coupé
1960 Plymouth Fury
1965 Ford Mustang GT350

George Turner Models

1953 Ford Popular road car*
1954 Jaguar Mk7
1956 Austin A35 road car (SAL301)*
1957 Jaguar Mk1
1958 Austin A40 Farina (SAL151)*
1958 Volvo PV544
1963 Ford Galaxie 500
1963 Lotus Ford Cortina Mk1
1964 Ford Falcon Sprint
1965 Frazer Imp*
1965 Mini Marcos
**flared wheel arch models not allowed*

Pendles Kits

1953 MG Magnette ZA
1956 Ford Zephyr Mk2
1956 Morris Minor
1956 Morris Oxford
1956 Renault Dauphine
1960 Ford Anglia road car
1962 Alfa Romeo Giulia

OCAR kits

1964 Fiat 500 Abarth

If you are planning to run a car not on this list, please contact us first.

The Kinrara is a 45-minute team race for 1959-64 closed top GT cars. Ready to Run (RTR) and kits can be run, RTR cars may use 3D-printed chassis and must use a 18k Scalextric or PSR motor. All cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C8515 EasyFit Digital Plug (any version), C7005/6 Retro-Fit Digital chip or Slot.it SP15B for non-DPR cars.

2. Body

For RTR cars, bodies, windscreens and window glass must be used complete and unmodified. Kits must have injection-moulded plastic or cast resin bodies and may use vacuum-formed windows. All cars should be decorated in a suitable period style and must carry at least three racing numbers.

2a. Cockpit/interior

All cars may use a vacuum-formed interior, suitably decorated and with a detailed driver head, plus shoulders, arms & top of steering wheel.

3. Chassis

RTR cars may use their original chassis. RTR cars may alternatively use a 3D-printed chassis, designed and marketed for the specific model and for a Slot.it motor pod. George Turner kits must use the supplied chassis.

4. Motors & Motor Mounting

All cars must use unmodified Scalextric Mabuchi S18k motor or PSR AC6 double-shaft can. 3D-printed chassis must use a genuine Slot.it inline or sidewinder motor pod. Motors may be glued into place. Motor cans in Slot.it pods must be insulated from the circuit rails.

5. Gears, axles, bearings, screws and wires

Cars can use any make of components, but must use a standard Scalextric gear ratio:

- Sidewinder - 11T pinion & 36T spur gear.
- Inline - 9T pinion & 27T crown gear.

6. Wheels and tyres

Wheels may be plastic or alloy with suitable wheel inserts fitted. Tyre width: Minimum 5mm, maximum 7.5mm. The width is measured as the contact area with the track. Minimum diameter: 19mm (front) 21mm (rear). Any rubber or urethane tyres are permitted. Front tyres can be coated in superglue or varnish to reduce grip. Tyres may be glued and trued. No tyre additives that leave residue on the tyres or track may be used.

7. Guides

Cars may use any standard-depth (not wood track) guide.

8. Braids

Original pick-up braids or 'robust' copper braids may be used. Braids must be cut so they do not protrude beyond the rear of the guide flag.

9. Ballast and Traction Magnets

Traction magnets must be removed. Ballast (eg lead sheet or tungsten putty) may be added to any car as desired, provided that it is placed within the confines of the body and chassis and is firmly fixed in place.

10. Lights

Cars must be fitted with working headlights - rear lights are recommended. The lights must work while the car is under power.



Eligible car list:

Scalextric

1962 Ferrari 250 GTO
1963 Jaguar E Type
1963 AC Cobra 289 Hardtop

Fly

1962 Ferrari 250 GTO (OFR)*
1963 Alfa Romeo TZ2 (OFR)*

MRRRC

1962 Shelby Cobra Hardtop (NR3)*

Ninco

1959 Austin Healey 3000 (Amato)*
1962 Shelby Cobra Hardtop (i3D)*

Revell-Monogram

1962 Ferrari 250 GTO LM (NR3)*
1963 Jaguar E Type (OFR + NR3)*
1963 Corvette Grand Sport (OFR)*
1964 Shelby Cobra Daytona (OFR)*

George Turner Models

1959 Austin-Healey 3000
1960 Porsche 356 Coupé
1961 Corvette C1
1961 Jaguar E Type
1962 AC Cobra Hardtop
1963 Corvette Grand Sport
1963 Jaguar Lightweight E Type
1964 Iso Griffo A3C Bizzarrini

***3D-printed chassis available:**

OFR - Olifer chassis

NR3 - National Racers 3D

i3D - i3D Slot

Amato - Amato Slot Car Design
(Slot.it pod versions only)

Kinrara Trophy entry procedure

The race will have a maximum of six entries. Once the six places are filled, any extra entries will be placed on a reserve list.

The Richmond Trophy is an individual sprint race for front-engined 2.5-litre Grand Prix cars 1948-1960. Ready to Run (RTR) cars and George Turner kits can be run.

All cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C7005/6 Retro-Fit Digital chip or Slot.it SP15B.

2. Body

For RTR cars, bodies, windscreens, interiors and all detailing parts must be used complete and unmodified. George Turner kits have resin bodies and vacuum-formed interiors. All cars should be decorated in a suitable period style and must carry at least three racing numbers.

2a. Cockpit/interior

The original cockpit must be used - including a full driver and all detailing parts. The cockpit may be trimmed for the benefit of fit and clearances.

3. Chassis

RTR chassis must be original and intended for the body being used. No modifications to the motor, axle or guide mountings positions. Minor sanding of the chassis edges is permitted to allow the body to move freely on the chassis. George Turner kits must use the supplied chassis.

4. Motors & Motor Mounting

Kits must use standard Scalextric or PSR AC1 or AC6 motors. RTR cars must use motor supplied or the PSR AC1 or AC6. Motors must be mounted in the original motor mounts. Motors may be glued into place.

5. Gears, axles and bearings

RTR cars should run with the gears, axles and bearings they come with. Kits can use any make of components, but must use a standard Scalextric inline gear ratio: 9T pinion & 27T crown gear.

6. Wheels and tyres

Wheels may be plastic or alloy with suitable wheel inserts fitted. Tyre width: Minimum 5mm, maximum 7.5mm. The width is measured as the contact area with the track. Minimum diameter: 19mm (front) 21.5mm (rear). Any rubber or urethane tyres are permitted. Front tyres can be coated in superglue or varnish to reduce grip. Tyres may be glued and trued. No tyre additives that leave residue on the tyres may be used.

7. Guides

RTR stock guide as per chassis or SureChange guide (see page 20). Kits may use any standard-depth (not wood track) guide.

8. Braids

Original pick-up braids or 'robust' copper braids may be used. Braids must be cut so they do not protrude beyond the rear of the guide flag.

9. Ballast and Traction Magnets

Traction magnets must be removed. Ballast (eg lead sheet or tungsten putty) may be added to any car as desired, provided that it is placed within the confines of the body and chassis and is firmly fixed in place.

10. Width

Rear track width must not exceed 55mm.



Eligible cars list:

Scalextric

Ferrari 375
Maserati 250F
Vanwall F1

Carrera

Ferrari D50

Cartrix

Alfa Romeo Alfetta
Alfa Romeo 158
Aston Martin DBR4
BRM P-25
Bugatti T351
Ferrari F555
Gordini T32
Lancia-Ferrari D50
Lotus 16
Maserati 250F
Mercedes W196
Scarab F1
Talbot-Lago
Vanwall F1

George Turner Models

Alfa Romeo 8C
Alfa Romeo 12C
Alfa Romeo 158
Austin Twin Cam
BRM T25
Connaught A-Series
Cooper Bristol
ERA
Ferrari 500 F2
Ferrari 801
Gordini T16
Lancia-Ferrari D50
Maserati 4CLT
Maserati 250F
Mercedes W125
Mercedes W196
Talbot Lago

If you are planning to run a car not on this list, please contact us first.

The Sussex Trophy is an individual race for 1950-59 World Championship sports cars and production sports racing cars featuring kits and some RTR cars using a Scalextric or PSR S-can motor. All cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C7005/6 Retro-Fit Digital chip or Slot.it SP15B.

2. Body

For RTR cars, bodies, windscreens, window glass, interiors and all detailing parts must be used complete and unmodified. Kits must have hard plastic or resin bodies, but may use vacuum-formed windows. All cars should be decorated in a suitable period style and must carry at least three racing numbers.

2a. Cockpit/interior

For RTR cars, original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may only be modified by having excess material removed from the underside to aid fitment and body roll. Kits may use a vacuum-formed interior, suitably decorated and with a detailed driver head, plus shoulder, arms & steering wheel.

3. Chassis

RTR chassis must be original and intended for the body being used. No modifications to the motor, axle or guide mountings positions. Minor sanding of the chassis edges is permitted to allow the body to move freely on the chassis. George Turner kits must use the supplied chassis. Other kits must use the PCS32 chassis.

4. Motors & Motor Mounting

All cars - kits and RTR - must use standard Scalextric or PSR AC6 motors. Motors must be mounted in the original motor mounts. Motors may be glued into place.

5. Gears, axles and bearings

RTR cars should run with the gears, axles and bearings they come with. Kits can use any make of components, but must use a standard Scalextric gear ratio - Sidewinder - 11T pinion & 36T spur gear. Inline - 9T pinion & 27T crown gear.

6. Wheels and tyres

Wheels may be plastic or alloy with suitable wheel inserts fitted. Wheels & tyres minimum diameter 19mm (front) 21mm (rear), minimum width 5mm, maximum width 7.5mm. Any rubber or urethane tyres are permitted. Front tyres can be coated in superglue or varnish to reduce grip. Tyres may be glued and trued. No tyre additives that leave residue on the tyres or track may be used.

7. Guides

RTR stock guide as per chassis. Kits may use any standard-depth (not wood track) guide.

8. Braids

Original pick-up braids or 'robust' copper braids may be used. Braids must be cut so they do not protrude beyond the rear of the guide flag.

9. Ballast and Traction Magnets

Traction magnets must be removed. Ballast (eg lead sheet or tungsten putty) may be added to any car as desired, provided that it is placed within the confines of the body and chassis and is firmly fixed in place.

10. Width

Must not exceed 57mm at any point.



We would very much like to see a grid of fabulous kits and scratch-builds for this class. A limited number of RTR cars are included.

Suggested cars list:

George Turner Models

1948 Frazer Nash Le Mans
1950 Allard J2
1950 Aston Martin DB2
1952 Cunningham C4R/K
1953 Lancia D24
1953 Aston Martin DB3S
1954 Jaguar D-Type
1955 Maserati 300S
1955 Porsche 356A
1955 Morgan 4/4 Series 2
1956 Aston Martin DBR1
1958 Lister-Jaguar Knobbly
1958 Austin Healey Frogeye
1959 Sunbeam Alpine

Racing Replicas

1955 MG MGA
1956 Austin Healey 100

OCAR Scale Replicas

1950 Aston Martin DB2
1950 Cadillac Series 61 Le Mans
1952 Cunningham C4R
1953 Nash-Healey Le Mans
1957 Lotus Elite
1959 Maserati Tipo 60/1 Birdcage
1959 Lister-Jaguar Costin

Scalextric

1954 Jaguar D-Type
1955 Mercedes-Benz 300 SLR

Carrera

1954 Maserati A6GCS
1954 Jaguar D-Type
1955 Mercedes-Benz 300 SLR

Ninco

1957 Ferrari 250TR (S-Can chassis)

If you are planning to run a car not on this list, please contact us first.

An individual race for Sports Prototype and early Can-Am cars to 1966. Ready to Run (RTR) and kits can be run. All cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C8515 EasyFit Digital Plug (any version), C7005/6 Retro-Fit Digital chip or Slot.it SP15B for non-DPR cars.

2. Body

For RTR cars, bodies, windscreens, window glass, interiors and all detailing parts must be used complete and unmodified. Kits must have injection-moulded plastic, fibreglass or resin bodies and may use vacuum-formed windows. All cars should be decorated in a suitable period style and must carry at least three racing numbers.

2a. Cockpit/interior

For RTR cars, original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may be trimmed for the benefit of fit and clearances.. Kits may use a vacuum-formed interior, suitably decorated and with a detailed driver head, plus shoulder, arms & steering wheel.

3. Chassis

RTR chassis must be original and intended for the body being used. No modifications to the motor, axle or guide mountings positions. Minor sanding of the chassis edges is permitted to allow the body to move freely on the chassis. George Turner kits must use the supplied chassis. Other kits must use the PCS32 chassis.

4. Motors & Motor Mounting

Kits, Policar & Slot.it models must use standard Scalextric or PSR AC6 motors. RTR cars may use motor supplied or the PSR AC1 or AC6. Motors must be mounted in the original motor mounts. Motors may be glued into place.

5. Gears, axles and bearings

Cars can use any make of components, but must use a standard Scalextric gear ratio:

- Sidewinder - 11T pinion & 36T spur gear.
- Inline - 9T pinion & 27T crown gear.

6. Wheels and tyres

Wheels may be plastic or alloy with suitable wheel inserts fitted. Tyre width: Minimum 5mm, maximum 10mm. The width is measured as the contact area with the track. Minimum diameter: 18mm (front) 20mm (rear). Any rubber or urethane tyres are permitted. Front tyres can be coated in superglue or varnish to reduce grip. Tyres may be glued and trued. No tyre additives that leave residue on the tyres or track may be used.

7. Guides

RTR stock guide as per chassis. Kits may use any standard-depth (not wood track) guide.

8. Braids

Original pick-up braids or 'robust' copper braids may be used. Braids must be cut so they do not protrude beyond the rear of the guide flag.

9. Ballast and Traction Magnets

Traction magnets must be removed. Ballast (eg lead sheet or tungsten putty) may be added to any car as desired, provided that it is placed within the confines of the body and chassis and is firmly fixed in place.



Suggested cars list:

Scalextric

1964 Ford GT40
1966 Ford GT40 Mk2
1966 Ferrari 412P

Carrera

1964 Porsche 904
1965 Ferrari 356 P2

Fly

1964 Ford GT40
1965 Ferrari 250LM
1966 Ford GT40 Mk2
1966 Porsche Carrera 6

MRRC

1964 Porsche 904
1966 Porsche 910

Policar**

1966 Ferrari 412P (18k motor)

Revell-Monogram

1963 Chaparral 2A
1963 Cooper T61 'Monaco'
1965 Lola T70 Mk2 Spyder

Slot.it**

1964 Ford GT40 (18k motor)
1966 Ford GT40 MkII (18k motor)
1966 Chaparral 2E (18k motor)

George Turner Models**

1963 Chaparral 2A
1964 Lotus 30
1964 McLaren M1A
1965 Lotus 40
1966 Chaparral 2D

Pendles Kits**

1965 Lola T70 Mk2 Spyder

Betta & Classic fibreglass bodies**

1963 Zerex Cooper Olds*
1966 Ferrari 330 P3*
1966 McLaren Elva Mk2*

** Detailing parts must be added.*

*** Must use 18k Scalextric or PSR AC6 and Scalextric gear ratio.*

WHO/DIGITAL 2026 Links, Resources & Shop



Uncle Mike's Speed Shop

Mike casts his tyres from soft urethane rubber and these make ideal racing tyres for our Scalextric Sport track surface.

Price per pair is a bargain £2.00

His range includes tyres for many Scalextric and Carrera models, the standard Slot.it and NSR wheel sizes. That covers most of the cars we run at Digital Saturdays, including many of the Goodwood Revival classes.

WHO/DIGITAL Shop

Our WHO/digital shop is fairly small. We'll always keep a stock of Uncle Mike's urethane tyres, wire, eyelets and copper braid. We also stock the electronic components to make 'ferrite men'.

- Copper braid (60cms) - £1.00
- Flexible silicone motor wire (1m) - £1.00
- Eyelets for guide wire (four) - £1.00
- Ferrite Man (capacitor + ferrite filter) - 50p
- SureChange guides - £3.00

If we spot digital chips going cheap, we'll snap some up for the shop. Do tell us if there's anything else you'd like to see.

PSR

== PENDLE SLOT RACING ==

Pendles sell a vast range of slot cars, accessories and spares. They offer good prices & service.

WHO/digital racers are also eligible for a 10% online discount on all full price items. Just ask at any WHO event or email us.

www.pendleslotracing.co.uk

Jadlam

Toys & Models

Probably the best prices out there
www.jadlamracingmodels.com

Swapmeets

Look out for fliers at the club or on social media. Swapmeets are great places to buy nice stuff at excellent prices.



Goodwood is our local circuit and some of us spend time there as track marshals or event volunteers.

If you'd like more info about getting involved, just ask at any WHO event.

www.goodwood.com



George Turner is a master model maker. For not much more than a Scalextric car, you can buy one of his kits to build as a slot car.

Go on, you know you want to...

georgeturnermodels.com



The Digital Slot Car Association brings together digital racers across the world with shared standards and some amazing events, such as the annual oXigen Le Mans 24 hour race.

For more details:

www.officialdisca.com

ModelGIANT

FOR BIG IMAGINATIONS

Model Giant is a wonderful shop next to Ford railway station. As well as trains, slot cars and slot car spares are available (just ask if you can't see what you want). There is also a Scalextric layout in the shop and occasional slot car events.

www.gaugemasterretail.com

WHO/DIGITAL website: www.who-digital.org.uk