



SOUTH COAST HO DRAGSTER

Issue #1
JUNE 2020



HERE COMES THE SUMMER!

START

Race One of the RCR Summer Series saw a great turn-out and some superb racing on the Eighth Mile

Inside:

- RCR Summer Series
- Regulations
- Results
- Report
- Pictures
- Drag Racing Glossary
- Hot Rod History
- The RCR Drag Strip
- July Event Preview



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RCR SUMMER SERIES 2020

Welcome to socially-distant racing

Inspired by the NTRA Nitro Slots series in the USA, mail-in 'proxy' drag racing seems the perfect socially-distant way of enjoying some HO action, despite restrictions to control the Covid-19 outbreak. A big thanks to everyone who has encouraged and supported the start of HO proxy drag racing in the UK.

The summer series is taking place physically on the Rock County Eighth Mile - which is featured on page six - and virtually on SlotRacer Online. Participants have sent cars to Brighton from around the UK. The first event was well attended, but there's always room in the pits for more.

The summer series will run with three core classes - two of them using the 1995-2018 Micro Scalextric cars and the third featuring the old-style T-Jet...



Summer Series Dates

- June 9 & 10th
- July 7 & 8th
- August 11 & 12th
- September 1 & 2nd
- September 29 & 30th

1. 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 6 ohm armature (no low-ohm 'My First Scalextric' battery set cars). Original resistors and capacitor must remain fitted between pick-ups and motor.

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.

2. Micro Scalextric Super Stock

Chassis: Micro Scalextric 1995-2018 version with braids. May be 'narrow' or 'wide' versions, depending on body fitted. Two holes may be drilled to attach wheelie bar to rear of chassis. No other modification to chassis. Components may be glued in place.

Motor: Unmodified standard Micro Scalextric motor with 'flywheel' between commutator and armature stacks. Minimum 6 ohm armature (no low-ohm battery set cars). Original resistors and capacitor may be removed.

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.

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.



RCR SUMMER SERIES 2020

3. T-Jet Nostalgia Super Stock



Chassis: Any Thunderjet 500 chassis – including Aurora, Dash, Johnny Lightning, Auto World, Model Motoring etc. Auto World Thunderjet 500 Ultra-G chassis is permitted. No chassis modifications. Top (gear) plate and chassis must match.

Motor: Minimum 14.0 ohm armature (eg Auto World, Johnny Lightning, Dash 3-Lam). Blueprinting allowed to include balancing and commutator polishing. No de-winding or timing adjustments allowed.

Motor Magnets: Ceramic grade only. Auto World, Johnny Lightning, Dash and OS3 (red, blue and white) are allowed in any chassis.

Traction magnets: Permitted. Two maximum.

Electrical: Original or direct replacement pick-ups, springs, plates, rivets and brushes.

Braids and shunts allowed. Braids must be soldered to pick-up shoes. Any braids – steel, copper or plated - may be used.

Axles, wheels & gears: Any axles, wheels and crown gears. Original top plate gears only.

Tyres: Any single compound tyre. Maximum diameter on wheel is 0.490" or 12.45mm.

Body: Pre-1979 closed wheel sedan or muscle car body. Injection moulded plastic or cast resin only. No lexan bodies. Drag or street racing liveries. Re-paints and hood scoops are most welcome.

Maximum width: 30mm or 1.181".

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

Wheelie bars: permitted.

- *These regulations are based on the NTRA Pancake Super Stock rules.*

Match Race Mayhem!

Our match racing is inspired by the high-profile heads-up duels that brought big crowds to drag strips around the US in the 60s and 70s. Run alongside the standard classes, big-names would race best-of-three matches against each other in cars that would become icons of the sport.

To capture a flavour of the high-point of match racing in the late 60s and early 70s, we have started by focusing on the Funny Cars or 'Floppers' of that era. Auto World have produced a fabulous selection of famous Funny Cars in their 'Legends of the Quarter Mile' series. These run on their 4-Gear chassis - an update of the old AFX 'Speciality' chassis. Expect to see a variety of cars and chassis match race and complete exhibition runs over the summer as we look at adding new classes to the Rock County Eighth Mile roster.



Where to buy HO drag racing cars and parts

The 1995-2018 Micro Scalextric cars are still readily available in the UK - especially on eBay. Expect to pay anything from £5 to £15 for a car. It can be worth getting a couple as there will be some variation in performance.

Super Tires will be sending some samples as freebies for all competitors in the Summer Series. The full Super Tires HO range is sold by Frank (www.franktheracer.com) in New York - the easiest and cheapest place to buy tyres from the USA.

Barry at Slot Cars Direct in the UK sells a selection of Super Tires and other silicone racing tyres. Barry stocks axles, gears and wheels that can be used in the Super Stock class. The website address is: www.slotcarsdirect.com

The Auto World T-Jets and 4-Gear cars are only available from the USA. Andy's favourite place to buy is Lucky Bob's in Milwaukee. Clive's favourite is JAG Hobbies in Ohio. Both offer a wide range of cars, decals, bodies, spares, tyres and hop-up parts. Group orders are a good way of buying from the USA, so if there's anything you want, just ask.

There are some awesome drag racing resin bodies for T-Jets, 4-Gears and some for the AFX body mountings. Look out for Jimmy Flintstone bodies (available at Lucky Bob's), 660 Slots and the UK's very own Custom-FX.

Check out Vincent Wheels in Germany for superbly accurate wheels for T-Jets. Custom-FX also produce wheels and inserts.

HO DRAG RACING GLOSSARY

Drag racing is all about getting to the finish line first. In the early days of street racing there was no timing - just a flag man at the start and someone at the finish line to judge who crossed first. As the sport has developed over the past seventy years, plenty of technical terms and jargon have developed too. Here is a brief guide to get you up to speed with some of the terms used in HO drag racing...

Aftermarket parts: replacement and high performance parts used as alternative to the original manufacturer's (OEM) parts installed on the car at the factory.

Ballast: weight added to the car to help with performance or to comply with class weight restrictions.

Blueprinting: methodical matching of original factory parts to produce the best performance.

Bracket racing: a format that uses a handicap system to allow cars of different performance to compete against each other. The start sequence and green light is delayed for the driver with the faster dial-in or Index. The winner is the first across the finish line. See Dial-in and Breakout.

Break-out: when a car's elapsed time is quicker than its Dial-in time it 'breaks out' and is disqualified. Used in Bracket and Index racing formats.

Burnout: spinning the rear wheels in water before the start to clean the tyres and increase traction. Not something we can do without specialist slot car track pieces - but a rub on masking tape does the job.

Chassis: the frame of the car - holding the motor, axles, guide and pick-up shoes.

Christmas Tree: the start lights on a drag strip that gives each driver a countdown sequence ending in the green Go! light.

Dial-in: used in bracket racing and is the fastest elapsed time permitted before a 'break-out' occurs.

Door-slammer: any car with doors that open and close.

Elapsed Time or ET: the time taken between the start line and finish line sensors. Doesn't always determine the winner. See Holeshot.

Eliminations: the tournament-style racing when one car wins and the other loses. The winner goes on to the next round and the loser is eliminated.

Flopper: another name for a Funny Car.

Foul start: when a car crosses the start line sensor before the green start light shows. A red light appears on the Christmas Tree and the racer is disqualified. If both drivers 'red light' the winner is the second car to cross the start line.

Funny Car: the fastest class of closed-wheel drag cars, typically fitted with flip-top bodies and have an extended wheelbase.

Heads-up: classic one-on-one racing with no handicaps for either driver.

Holeshot: an advantage gained by the driver reacting quickest at the start. A holeshot win is when a car with a slower ET wins thanks to a faster reaction time.

Index: the fastest ET that can be run by a class of cars without 'breaking-out'. See also Bracket racing.

Inline: a motor configuration where the armature sits horizontally along the car from front to back - as opposed to a vertical 'pancake' motor.

Interval Timers: sensors usually at 60, 330, 660, and 1,000 feet to record the intervals from the starting line.

NHRA: National Hot Rod Association, the main drag racing sanctioning body in North America. Founded in 1951 by Wally Parks.

Pro Tree: the Christmas Tree sequence used in most heads-up racing. All three amber lights flash together, followed by the green start light.

Reaction Time or RT: the time between the last amber light going out and a car crossing the start line sensor.



Shoe: in drag racing slang, the driver. On slot cars, the solid pick-ups.

Shutdown: area past the finish line where cars come to a stop.

Sleeper: a fast car that looks unassuming.

Smoked the tyres: when a car loses traction. Also "blew the tyres off" or "hazed the tyres."

Speed trap: the final 66 feet of a full-size drag strip, where the top speed is recorded.

Staged: a car is staged when it is lined up on the start line.

Staging lane: the area where cars wait to enter the drag strip, usually in pairs.

Stock: as originally produced by the manufacturer - with no aftermarket performance parts or modifications.

Teardown: inspection to ensure cars meet all the technical specifications. Usually done at random and after a run.

Terminal speed: top speed at the finish line, measured by the speed trap sensors.

Time slip: given to the racer after a run, listing the ET, reaction time and speed.

Top end: the end of the dragstrip just before the finish line.

Tree'd: when a racer's reaction time is significantly slower than an opponent's.

Wally: an official NHRA trophy named after Wally Parks, the NHRA founder.

Wheelie bars: used to prevent excessive front end lift. A bar or bars with small wheels fitted to the rear of the car.

More Drag Racing info...

NHRA website: www.nhra.com

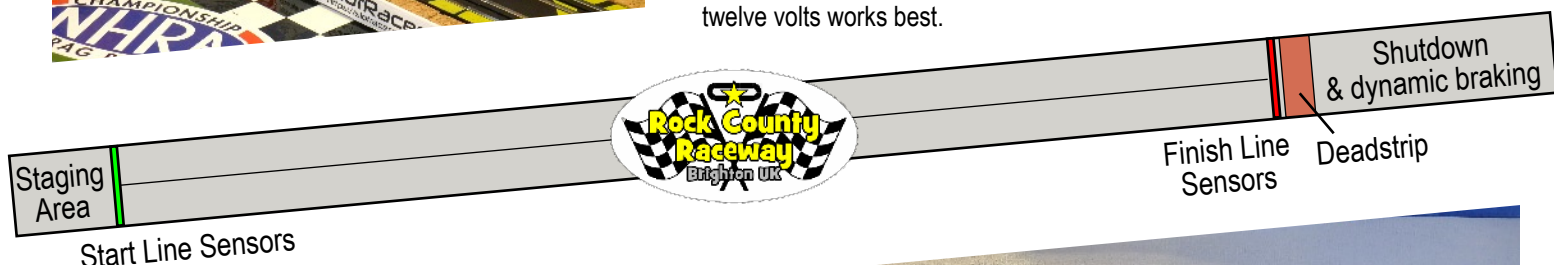
Drag Racing - The World's Fastest Sport by Timothy Miller
Firefly Books Ltd, 2009. ISBN 1-55407-446-0



THE ROCK COUNTY EIGHTH MILE



The Rock County strip is only an eighth mile in true HO scale - 1:87. In 1:64 scale, it's more like 1/12 of a mile. The timed section is seven feet (84 inches long). There's a short staging area and a 20-inch shutdown with dynamic breaking and a foam catch box. The strip has recently been updated from a standard Auto World drag strip to one using the new 2019 Micro Scalextric track and the Track Mate Drag Basic timing system. Cars are launched manually, a relay switch powering both lanes simultaneously. There is an option to use 12 or 15 volts and 5 amps per lane - twelve volts works best.



Using the new Micro Scalextric track gives a very smooth surface and excellent electrical connectivity. The lane spacing also allows us to run the slightly wider Micro Scalextric cars. The flat rails does mean all cars need to be fitted with braids, but that's pretty much *de rigueur* in HO drag racing these days.

When you look at modern drag strips, the Rock County doesn't have the panache or the size of a national NHRA quarter mile. These strips - with their wide lane spacing and colourful track markings - are replicated in HO scale by the likes of Max Trax, Viper and Wizzard.

Instead, the Eighth Mile is more reminiscent of the small unsanctioned 'outlaw' tracks, particularly common across the East and Southeast of the United States in the 1960s and 70s. Many of these were quite narrow and the racing lengths were often shortened to an eighth mile. Even so, many featured big-name Super Stock and Funny Car match racing.



Drag strips with close side-by-side racing were not unusual at outlaw venues such as the Harriman Drag Strip in Tennessee



Rock County Eighth Mile Drag Racing Format...

Apart from match racing, all the classes will run to a standard qualification and 'ladder' elimination format.

Qualifying

This a time trial competition with each car making three passes. Only the best ET for each car counts toward the qualifying score. Cars are ranked in their class with fastest ET first and slowest time last. Points are awarded for qualifying positions 1 through to 16.

Eliminations

All qualified cars are matched up on the 'ladder'. We use the FIA 'Pro' ladder that is used in European drag racing competitions. Any number from 3 to 64 cars can be accommodated in this format, with the fastest car from qualifying usually lining up against the slowest.

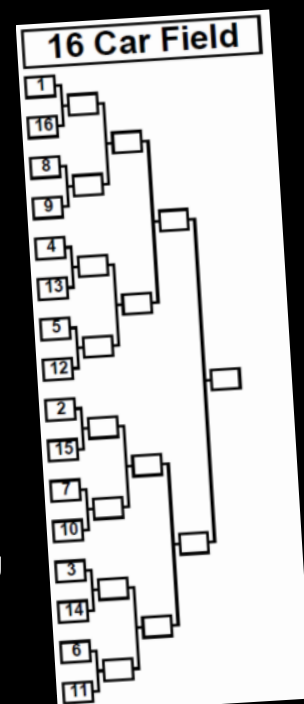
You'll remember from the Glossary that in each elimination round one car wins and the other loses. The winner goes on to the next round and the loser is eliminated.

The result is decided by the first car to break the finish line sensors - unless one or both cars false start. The winner usually records the fastest ET, but a faster reaction time can give a slower car the holeshot win.

A dead heat over the line means a re-run. As Drag Basic only measures to a thousandth of a second, this does happen from time to time.

Points

All competitors in the RCR core classes will score points towards a series championship. Points are awarded for attending a race, qualifying position and progress in the elimination rounds.



JUNE 2020 EVENT REPORT



What a fabulous start to the first HO proxy drag racing series on the south coast! I simply had no idea if anyone would be interested, but thanks to the encouragement and support of Gareth, Jeremy and Clive, a date was set and the entries kept arriving - from all over the UK.

In total, we had 31 cars in the three core classes - representing 17 different racers - plus eight 4-Gear cars for the match racing.

Running a full proxy event has been a new challenge, but lots of fun. Technically, the strip and timing ran like clockwork. A few cars needed a little TLC, but all did more than okay. Qualifying was tense and then the elimination races were sensational - full of drama, incredibly close finishes, upsets and more. You can read all about in the next seven pages...

Andy

Entry list: June 2020

Entrant	Car	Class
Gareth W	Aston Martin DBS	MS Street
Gareth W	Chevy Impala	T-Jet S/S
Dylan W	Lightning GT	MS Street
Rebecca S	Porsche Boxster	MS Street
Rebecca S	Nissan 350Z	MS S/S
Rebecca S	AMC AMX	T-Jet S/S
Jane B	Bugatti Veyron	MS Street
Jeremy B	Bugatti Veyron	MS Street
Leo C	Jaguar XJ220	MS Street
Leo C	Jaguar XJ220	MS S/S
Clive M	Mercedes C-Class	MS Street
Clive M	Nissan 350Z	MS S/S
Clive M	Ford Thunderbolt	T-Jet S/S
Alan T	Mercedes C-Class	MS Street
Alan T	Jaguar XJ220	MS S/S
Alan T	Chevy Camaro	T-Jet S/S
Peter B	Audi TT	MS Street
Jerome B	Audi TT	MS Street
Andy P	Alfa Romeo 159	MS Street
Andy P	Nissan 350Z	MS S/S
Andy P	Ford Thunderbolt	T-Jet S/S
Terry P	Team Rally	MS Street
Terry P	Team Rally	MS S/S
Doug P	Lightning McQueen	MS Street
Doug P	38 Ford Coupe	T-Jet S/S
David P	Aston Martin DBR9	MS Street
Noah P	Ford Focus WRC	MS Street
Noah P	41 Willys Coupe	T-Jet S/S
Dylan P	Ford Focus WRC	MS Street
Dylan P	41 Willys Coupe	T-Jet S/S
Rob H	Ford Focus WRC	MS S/S



The 31 entries lined up and ready to go!

Best in show!

There were lots of fabulous re-liveries and Rebecca judged the Hot Mustard Jaguar XJ220 to be best in show. Congratulations Alan!



Match Races

June 2020



Nostalgia Funny Cars

- Clive v Rebecca
- Doug v Rob

Plus...

NHRA Top Fuel: Noah v Dylan

NHRA Pro Stock: David v Doug

Nostalgia

Report on page 13



QUALIFYING - ALL CLASSES



Tuesday was qualifying, with each car making 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 car for each class is recorded below, along with the quickest ET.

For our first event, Alan's cars (left) were the top qualifiers in all three classes - Micro Scalextric Street Stock, Micro Scalextric Super Stock and T-Jet Nostalgia Super Stock. An impressive clean sweep of qualifying, but could he hold off his challengers in the elimination rounds the following day?

Micro Scalextric Street Stock Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Alan	Mercedes C-Class	651	645	636	636	1
Dylan W	Lightning GT	694	718	666	666	2
Jeremy	Bugatti Veyron	672	670	676	670	3
Gareth	Aston Martin DBS	758	672	707	672	4
Terry	Team Rally	883	697	679	679	5
Rebecca	Porsche Boxster	684	690	712	684	6
Noah	Ford Focus WRC	688	717	686	686	7
David	Aston Martin DBR9	706	712	689	689	8
Dylan P	Ford Focus WRC	698	717	690	690	9
Andy	Alfa Romeo 159	756	690	740	690	10
Doug	Lightning McQueen	717	699	713	699	11
Jane	Bugatti Veyron	728	749	711	711	12
Peter	Audi TT	789	764	802	764	13
Jerome	Audi TT	767	794	789	767	14
Clive	Mercedes C-Class	772	815	889	772	15
Leo	Jaguar XJ220	851	825	829	825	16

Quickest ET: Alan 0.636 seconds
Top Speed: Alan 7.792 mph

Jane's Bugatti Veyron received a 'Highly Commended' verdict for a fabulous hand-painted livery



Micro Scalextric Super Stock Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Alan	Jaguar XJ220	634	644	675	634	1
Andy	Nissan 350Z	649	635	638	635	2
Rebecca	Nissan 350Z	662	670	641	641	3
Rob	Ford Focus WRC	684	691	668	668	4
Clive	Nissan 350Z	708	716	685	685	5
Terry	Team Rally	719	721	750	719	6
Leo	Jaguar XJ220	769	788	791	769	7

Quickest ET: Alan 0.634 seconds
Top Speed: Rebecca / Andy both 8.091 mph

Nostalgia Super Stock Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Alan	Chevy Camaro	746	857	706	706	1
Rebecca	AMC AMX	875	743	979	743	2
Andy	Ford Thunderbolt	755	772	829	755	3
Clive	Ford Thunderbolt	808	787	838	787	4
Doug	Ford Coupe	866	854	845	845	5
Gareth	Chevy Impala	1.058	1.048	957	957	6
Dylan P	Willys Coupe	1.113	981	1.037	981	7
Noah	Willys Coupe	1.242	1.082	1.042	1.042	8

Quickest ET: Alan 0.706 seconds
Top Speed: Alan 8.503 mph

T-JET NOSTALGIA SUPER STOCK



The T-Jets had the honour of taking to the strip for the first elimination race of the Summer Series. The Quarter Finals went to form, with the top four qualifiers comfortably through. In the top half of the ladder, Clive smashed his best qualifying time, getting into the .600s - a first for stock T-Jets on the Eighth Mile. In the same run, Doug set a massive 9.752 mph top speed with his fast but loose Ford Coupe.

In the bottom half of the ladder, Gareth improved his best time, but was no match for Andy. Meanwhile, Rebecca's AMX had a slow run, but comfortably beat Dylan in one of the two Willys Coupes.

All the excitement came in the Semi Finals - and the crowd enjoyed those two passes immensely. First up was top qualifier Alan and fourth qualifier Clive. Despite Alan's sensational run in the final round of qualifying, Clive's Thunderbolt has come alive in the eliminators. It was anyone's race. Clive beat Alan off the line by eighth thousandths of a second - and that gap opened up as the Ford pulled away. Although Alan turned a time that beat Clive's landmark in the Quarters, Clive had gone even quicker in the Semis - a new class record of 0.676 seconds. The most important time was the winning margin - 0.021 seconds.

The second Semi saw another upset, although it wasn't such a big surprise. Andy's Thunderbolt put in an event best of 0.743 and although Rebecca improved on her poor Quarter Final run, the second place qualifier was eliminated by 0.019 seconds.

The two Ford Thunderbolts faced off in the Final. On form, Clive's Tasca Ford did the job. With the added bonus of a slightly better getaway, the brown and gold car eased further ahead down the seven feet of the strip to beat the Georgia Shaker by a comfortable 0.083 seconds. The first medal of the event goes to Clive.



Both semis were very close, with the top two qualifiers eliminated.



Quarters	Semis	Final
Alan - 0.725		
WM= 0.255	Alan - 0.689	
Noah - 0.965		
	WM= 0.021	Clive - 0.690
Clive - 0.690		
WM = 0.201	Clive - 0.676	
Doug - 0.884		
		WM= 0.083
		Clive
Rebecca - 0.825		
WM= 0.154	Rebecca - 0.754	
Dylan P - 0.965		
	WM= 0.019	Andy 0.767
Andy - 0.752		
WM= 0.130	Andy - 0.743	
Gareth - 0.878		

Top Speed
Doug - 9.752 mph

0.677 RT		0.683 RT
0.698 ET		0.767 ET
0.346 MPH		7.288 MPH
0.883 WM		



The final wasn't as quick or as close as the semis. Clive got away first and finished a comfortable distance ahead to win the first medal of the Summer Series.

MICRO SCALEXTRIC SUPER STOCK

Qualifying was close at the front for the Micro Scalextric Super Stock cars - only 0.001 of a second separated top qualifier Alan from Andy in second, with Rebecca not far behind. Despite a warm-up and practice run for each of the cars, the pace of qualifying wasn't matched in the eliminators. In the seven car field, Alan got a bye through the Quarter Finals. Clive caused a minor upset by beating Rob's Focus, which had qualified one place higher. The winning margin of 0.012 was close. The other two Quarters were routine - the Nissans of Andy and Rebecca beating Leo and Terry quite comfortably.



Not as fast as in qualifying, but the Super Stock cars gave the crowd some thrilling elimination racing.

The first Semi Final looked a formality. Clive's times had not been close to the top three cars and Alan's Hot Mustard Jaguar held the course record after qualifying. However, elimination races can be unpredictable and after leaving the line together - and to the crowd's astonishment - Clive had nosed ahead by halfway. Everyone expected the Hot Mustard Jag to turn on the afterburners and overhaul the Nissan... but it didn't happen. Clive crossed the line a comfortable car length ahead. No-one saw that coming.

The second Semi looked very close on paper - and so it proved on the track. Andy was first out of the blocks with an RT 0.004 of a second quicker. Rebecca's silver Nissan accelerated better in the early stages and that advantage was the difference at the finish line - 0.014 of a second.

For the second race running, the top two qualifiers had been eliminated and Clive was in another Final. The green Pioneer Nissan 350Z had beaten two quicker cars by being consistent - the wheelie bar had probably helped with that, minimising front-end lift. Rebecca's silver Sanditon Motorsport Nissan had been consistent and shown explosive acceleration off the line - even without a wheelie bar.

The two finalists crossed the start sensors together, but that awesome acceleration gave Rebecca a lead of a car length at halfway. The acceleration continued and the silver car crossed the finish line two car lengths or 0.089 of a second ahead. A great win to round off an exciting competition.

Quarters

Semis

Final

Alan

Alan - 0.717

WM= 0.032

Clive - 0.745

Rob - 0.700

WM = 0.012

Clive - 0.684

Clive - 0.686

WM= 0.089

Rebecca

Andy - 0.660

WM= 0.123

Andy - 0.668

Leo - 0.787

WM= 0.014

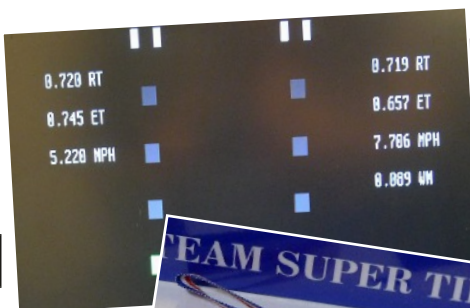
Rebecca 0.657

Rebecca - 0.663

WM= 0.080

Rebecca - 0.650

Terry - 0.743



Top Speed
Rebecca - 8.091 mph

Rebecca's Nissan 350Z had six incredibly consistent runs through qualifying, Quarters, Semis and beat Clive in the final to win the Super Stock medal.

MICRO SCALEXTRIC STREET STOCK



Sixteen entrants in Street Stock meant four full elimination rounds and fifteen races to enjoy before we'd know the winner. Alan started as top qualifier and favourite - although that billing hadn't brought him any success in the earlier races.

Round One gave us some sensational races. Alan dispatched Leo in the first race, but David and Dylan P ran a tie in the second. As they crossed the line together, the race was re-run. This time Dylan pipped his father by a mere 0.001 of a second - David was leading until just before the line!

Gareth comfortably beat Peter, before another ridiculously close finish - Jane just failing to close down Terry at the line. The gap was again 0.001 of a second. The big upset of the round was second qualifier Dylan W getting a poor start and Clive picking up the pieces with his best time. Tough luck on Dylan, but Clive seems to keep his performances for when it matters.

Another close one was Noah's Ford beating Andy's Alfa by 0.003 seconds - seventh place qualifier beating tenth. Like most cars, Jeremy's Veyron was slower today, but a 0.700 dead was enough to beat Jerome's Audi TT. Finally, Doug gave Rebecca a scare, but the Porsche beat Lightning McQueen by 0.006 of a second.



The Quarter Finals promised upsets, so the top qualifiers would have been a little nervous. Alan breathed a sigh of relief to get through against Dylan P with a very quick 0.634 - beating his qualifying best, setting a new class record and equally the course record.

Gareth had qualified one place ahead of WHO club mate Terry, but it was Terry who turned the tables in the heads-up race, winning by 0.069 seconds. Noah halted Clive's unlikely progress with a 0.022 second win.

The closest race - and another upset - was Rebecca's win over Jeremy. The Veyron looked odds-on to reach at least the semi finals, but the Porsche hit the finish sensors 0.005 second ahead.



Third quickest in qualifying, but Jeremy was dumped out by Rebecca in the Quarter Finals



Noah and Rebecca didn't expect to reach the Semis

Semi Finals

Terry's times were heading in the right direction, but he'd need a big injection of pace to beat Alan's in-form Mercedes. The two cars left the line together, but Alan quickly pulled away and finished a couple of car lengths ahead - the gap timed at 0.039 seconds. Alan's ET of 0.655 was a very solid run.

Who would meet Alan in the final? Neither Rebecca or Noah were fancied to make it to the semis, so to have a shot at a final place was a prize in itself.

Rebecca's Porsche was through the start sensors 0.005 seconds faster and powered through the first half of the strip. The gap at halfway was pretty much the gap at the end, timed at 0.043 of a second. Neither ET was anything special - but getting to the semi finals was.

Next, the Final...



MICRO SCALEXTRIC STREET STOCK

That left Rebecca - the sixth place qualifier - up against Alan in the Final.

The Porsche driver had to hope that Alan's Street Stock car would have a poor run, otherwise it would be a formality. Off the line, Alan was straight into the lead. Although Rebecca picked up some pace towards the end, the yellow Mercedes crossed the finish line a comfortable 0.055 of a second ahead.

After being eliminated in the two earlier races, Alan finally had the win his immense qualifying performances had promised. Street Stock was the biggest field and toughest challenge, so it is the medal to treasure.

Round One	Quarters	Semis	Final
Alan - 667			
WM= 0.195	Alan - 0.634		
Leo - 0.862			
	WM= 0.073	Alan - 0.655	
David 0.719			
WM= 0.001	Dylan P - 0.703		
Dylan P - 0.716			
		WM= 0.039	Alan - 0.657
Gareth - 0.741			
WM= 0.026	Gareth - 0.754		
Peter - 0.768			
	WM= 0.069	Terry - 0.693	
Terry - 0.728			
WM= 0.001	Terry - 0.688		
Jane - 0.731			
			WM= 0.055
Dylan W - 0.754			Alan
WM= 0.076	Clive - 0.735		
Clive - 0.679			
	WM= 0.022	Noah - 0.736	
Noah - 0.718			
WM= 0.003	Noah - 0.706		
Andy - 0.730			
		WM= 0.043	Rebecca - 0.708
Jeremy - 0.700			
WM= 0.060	Jeremy - 0.715		
Jerome - 0.757			
	WM= 0.005	Rebecca - 0.698	
Rebecca - 0.716			
WM= 0.006	Rebecca - 0.711		
Doug - 0.723			

Top Speed
Rebecca - 7.609 mph



Alan's Mercedes is going to be the car to beat in Street Stock this season. Seven flawless runs included the fastest five of the Street Stock competition. The rest of the field need to up their games!

MATCH RACING - 4-GEAR FUN



The first Nostalgia Funny Car match-racing on the strip featured three modern day Auto World 'Legends of the Quarter Mile' 4-Gear cars, plus Clive's wonderful custom Capri on an original Aurora 'Speciality' chassis.

First up was Chesterfield buddies Rob and Doug - Rob guesting in the Beebe brothers' *Fighting Irish* Camaro and Doug with his Harry Schmidt *Blue Max* Mustang. The Beebe brothers' crew had been working hard to get the Camaro in good shape, but Rob was beaten by the pace of the Mustang right down the strip. Doug won by 0.141 seconds, with an ET of 0.876 and top speed of 5.521 mph. Rob's ET was 1.025.

The Camaro looked better on the second run and held its own to just before halfway. Then the Mustang pulled away. The winning margin was closer at 0.129 seconds, but that was because Doug's pass was slower (0.894) than before. The Camaro was also slower at 1.025. Doug wins two to zero.

Next was a re-run of the Micro Scalextric Super Stock final - Rebecca with her Shirley Muldowney *Bounty Huntress* Mustang against Clive's unique *Li'l Hoss* Capri. On the first run, Rebecca's car won by 0.059 seconds. The Capri's ET was 0.988 and the Mustang 0.928. The second run saw the new 4-Gear chassis eclipse its older relative - a winning margin of 0.148 - giving Rebecca a 2-0 win. Her ET was 0.866 and Clive's 0.996. Rebecca's top speed was 6.158 mph.

Because both match-ups were 2-0 wins, there was time for the two winners and two runners-up to have another 'winner-takes-all' trip down the strip. Rob was ahead at halfway against Clive, but the Capri cruised past and won by 0.096 seconds. Clive's ET was 0.998 and Rob's 1.098.

The last Funny Car race saw the two Mustangs together. Both got away from the line pretty well, but the *Blue Max* bogged down. Rebecca got to the finish line in 0.849 of a second, 0.149 ahead of Doug, whose ET was 0.993. Rebecca matched her best top speed of 6.158 mph.

Left to right above: Clive's *Li'l Hoss* Capri, Doug's *Blue Max* Mustang, Rob's *Fighting Irish* Camaro & Rebecca's *Bounty Huntress* Mustang



The story of Shirley Muldowney's career is featured on the next page >>>>



There was also time for some modern NHRA cars to match race - Dylan and Noah in Top Fuelers, with David and Doug in the lovely Pro Stock cars - all Auto World models with the 4-Gear chassis.

Dylan's Alanabi dragster was just quick enough to win a tight contest by 0.011 seconds - his ET was 0.774 and his older brother's 0.784. It looked like Noah's Optima Top Fueler would take revenge second time out - he was leading the first half of the race. But then Dylan blew past to win by 0.024 seconds. The winning ET 0.751 and 8.074 mph top speed. Noah's ET was 0.782. Result: 2-0 to Dylan.



The final action was a father-and-son match race between Doug in the Tony Pedregon Nitro Fish Pro Stock and David with the Shane Gray Tire Kingdom Mustang. NitroFish took the first race by 0.22 seconds, the ETs 0.867 vs 0.886. The order was reversed in the second race, David winning by 0.038 and the ETs 0.874 to 0.914. That gave us a third race to decide the match. It was a close one - it looked like David might grab it, but Doug came through to win by 0.020 seconds - the ETs 0.877 to 0.877. Result: 2-1 in favour of Doug.

LEGENDS OF THE QUARTER MILE

#5 Shirley Muldowney

- 3 NHRA Top Fuel championships
- 18 NHRA national titles
- First racer to win 2 Top Fuel titles
- First racer to win 3 Top Fuel titles

Shirley Ann Roque started street racing as a teenager in 1950s upstate New York. She told the Motorsport Hall of Fame "School had no appeal to me - all I wanted was to race up and down the streets in a hot rod". Married to mechanic Jack Muldowney, Shirley made her racing debut at 18 and gained her NHRA professional license in 1965, aged 25.

Shirley Muldowney was a fierce competitor in the Top Gas Dragster category and was considered by many to be one of the most natural drag racers. In 1970 she bought her first Funny Car, the Ford Mustang 'Bounty Huntress' (pictured right), in which she became a popular figure on the lucrative match race circuit as well as winning the 1971 IHRA Southern Nationals - her first major title.

Muldowney's eyes were fixed firmly on stepping up to the pinnacle of drag racing - Top Fuel Dragster - and in 1973 became the first woman to be granted a NHRA Top Fuel license. Having learned the ropes and gained sponsorship, Muldowney won the 1976 NHRA Springnationals - the first woman to win a NHRA national professional title.

1977 was Shirley Muldowney's year. She won three NHRA national events in a row - the first racer to ever achieve that - and went on to win the NHRA Winston World Series points championship. Having split with partner Connie Kalitta, most pundits thought Muldowney would never reach such heights again. However, they were wrong.

Despite forming a brand new team with rookie crew chief Rahn Tobler, she won her second NHRA points championship in 1980, winning four national events. Muldowney followed that up with the 1981 AHRA Top Fuel title and - back focusing on NHRA - she won a record-breaking third NHRA points championship in 1982.

A huge crash in 1984 left Muldowney with severe injuries. After eighteen months of painful and complex rehabilitation, she was ready to race again. Another national title at the 1989 NHRA Fallnationals followed and much of the 1990s was spent match racing, before retiring at the end of 2003.

Shirley Muldowney is a legend of the sport - voted #5 in the NHRA 50th anniversary all-time list. She also opened up the sport to women, dozens of whom compete at the very highest level today.



Receiving a 'Wally' - from Wally Parks - for the first of her 18 NHRA national titles

Shirley Muldowney and Connie Kalitta toured the Funny Car match race circuit as the 'Bounty Hunter' and 'Bounty Huntress' in the early 1970s



Muldowney became a superstar in the Top Fuel category - winning three NHRA points championships in 1977, 1980 and 1982



"You can't argue with what she accomplished on the race track. When you raced her, you always knew she'd do whatever she had to do to win"
- Don Garlits



JULY 2020 EVENT PREVIEW



Event #2
7 & 8 July

DRAG RACES

- Micro Scalextric Street Stock
- Micro Scalextric Super Stock
- T-Jet Nostalgia Super Stock

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

Schedule

Entries open: Sunday 14 June

Last arrivals by hand: Saturday 4 July

Last arrivals by mail: Monday 6 July

Qualifying: Tuesday 7 July, results posted 8pm at SlotRacer Online

Racing: Wednesday 8 July, coverage 6.30-10pm at SlotRacer Online

Full results and report published: 10 July in South Coast HO Dragster issue #2

The second event of our summer series will follow an almost identical format to the first. There will be the same three classes: Micro Scalextric Street Stock, Micro Scalextric Super Stock and T-Jet Nostalgia Super Stock. There is plenty more space on the entry list. Street Stock can go up to 32 racers and the two Super Stock classes can stretch to sixteen each.

The 'Legends of the Quarter Mile' Funny Car match racing will continue, perhaps with some NHRA Top Fuelers and Pro Stockers as well. If you have some, send 'em.

Thinking ahead to August and September, if anyone would like to send an AFX 3-Gear car with a pre-1960-style street, Gasser or Hot Rod body, we can run some heads-up racing with these. Modern Auto World and Johnny Lightning Xtraction chassis are also very welcome, with the pre-1960 bodies. The 3-Gear cars shouldn't be too hard to find in the UK.

All the match racing will run to NTRA Pancake Stock rules - except braids must be fitted to the shoes to work well on the Micro Scalextric track. There are more details of the NTRA regs here: <https://nitroslots.com/page/ntra-rules>

I'm expecting some goodies from Super Tires and Jadlam Toys & Models before July's race - although some of you have got a small gift or two in your return boxes this time.

Any questions or suggestions, please get in touch!



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.

Both Clive and Andy have entered cars in events over the past few years, with some success. The current season has events every two months. Coronavirus restrictions have certainly boosted numbers this year.

Most of the strips used for NTRA-sanctioned events are super-smooth routed tracks with the top-end Track Mate timing systems. Although there is one eighth mile strip

on the schedule, 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, there are more details at www.nitroslots.com



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