



# SOUTH COAST HO DRAGSTER

Issue #2  
JULY 2020



One HOT July!

There was more top Eighth Mile action at the July round of the Summer Series

Inside:

- Summer Series News
- Results
- Report
- Pictures
- Drag Racing Tune-ups
- Hot Rod History
- Auto World Drag Cars
- August Preview
- Championship tables



# CONTENTS

- 3 RCR Summer Series News
- 4 HO Drag Race Speed Shop - Micro Scalextric tuning
- 5 July 2020 Event Report - all the action from the Eighth Mile
- 12 Legends of the Quarter Mile - Bob Glidden
- 13 Auto World Drag Racing Cars
- 14 August 2020 Event Preview
- 15 Summer Series Regulations
- 16 Championship Tables



# RCR SUMMER SERIES NEWS

## Thank you to our sponsors

It is wonderful that Super Tires and Jadlam Toys & Models have agreed to be the title sponsors of our socially-distant drag racing Summer Series. These are strange times and we need to find different ways of enjoying our hobby of slot car racing. Thanks to companies like Super Tires and Jadlams, we will continue to race at home until it is safe for everyone to go back racing at the club.

However, even when we do venture back to the Barn, I hope some of us can continue with occasional mail-in HO proxy drag racing. The first two events have been huge fun and an interesting learning curve. If you've been bitten by the HO drag racing bug, there is plenty of info in this edition of South Coast Dragster to get deeper into the scene - as well as all the coverage from the July race. I hope you enjoy it.

Take care and have fun!



Nick and Sandy celebrated the 25 year anniversary of Super Tires on the fourth of July. Together with this fabulous banner, they have sent us some anniversary stickers and three bags of Super Tires - one size for each of our core classes. Entrants will have them in their return boxes this time.



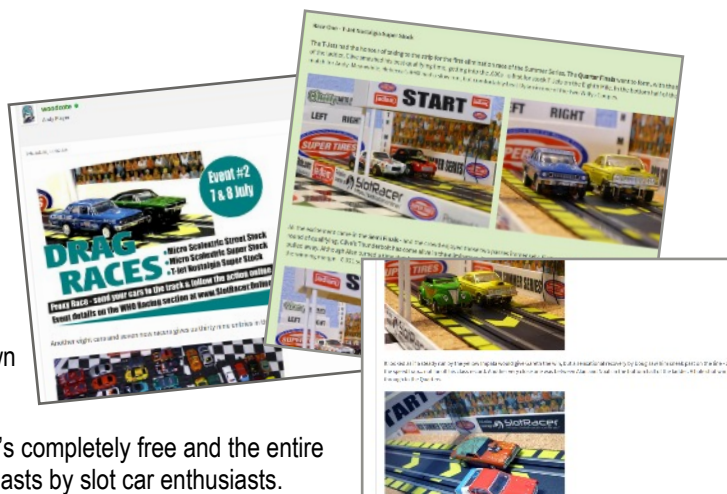
The Rock County Eighth Mile is built with the new Micro Scalextric track system. It is quite different to 'traditional' HO track. The easiest way to set up your cars for the drag races is to grab some straight pieces from Jadlam Toys & Models - there are packs of the short 3-inch and standard 6-inch pieces listed on their site. Six short straights will set you back £3.95 and six standard straights £6.30. That includes free postage. You can also take off 10% by using the discount code that Russ and the Jadlam team have kindly sent us to pass on to all competitors in our Summer Series.

In addition to the discount code, expect some Jadlam stickers in your return box - plus a prize had been mentioned for the end-of-series Street Stock points winner. The championship tables are on page 16.



All the coverage of our socially-distant drag racing is posted on the Worthing HO Racing forum at SlotRacer Online. Starting with a sign-up thread and then a race report thread to take us through qualifying, the race and post-race musings, everything is there. The great thing about the forum is that you can post your own thoughts and questions on the sign-up and race threads - or start your own topic.

Why not sign up for an account at SlotRacer Online now - it's completely free and the entire website is a fabulous resource produced for slot car enthusiasts by slot car enthusiasts.

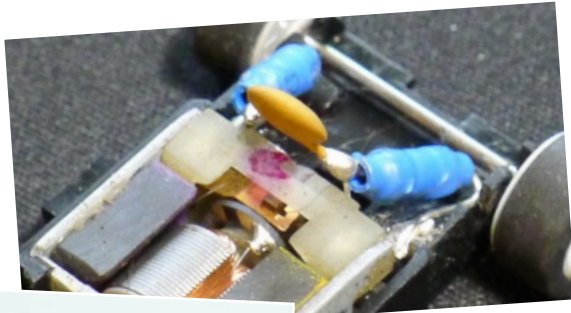


Finally, a big thank you to the guys at Nitro Slots in the USA. They have inspired us to try out some HO proxy drag racing in the UK and sent over some lovely resin bodies to use as prizes. Alan won this Chevy C-10 Pro-Mod body for winning 'Best in Show' last month and he has made a magnificent job of painting and decalling it in a style of the C-10 run in European Pro Mod by Fast Freddy Fagerström.

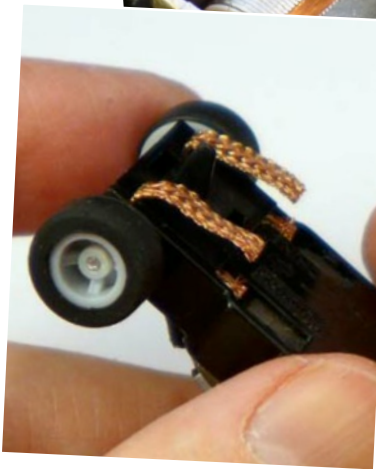
# HO DRAG RACE SPEED SHOP

## Five Micro Scalextric Street Stock Tuning Tips *by Andy Player*

The Micro Scalextric chassis we use for Street Stock has to run pretty much as it comes - so it's a case of making the most of each component. Although the characteristics of every motor will be slightly different, my key aim is to avoid losing what power the motor does have through friction or poor connections. Increasingly, it looks like big tyres are best - but not if they cause too much front-end lift.



1. The Motor. This is what an RCR-legal Street Stock motor looks like. It must have that unusual 'fly-wheel' on the commutator and the capacitor on the front. To maximise power, I run the car without the axle at around 3 volts for 15 minutes, +ve to the right braid (UK driver side) and then 45 minutes +ve to the left braid (normal HO running). This beds in the brushes on the commutator. If it sounds like anything inside the motor is catching or scraping, run at 6 volts (+ve to left braid) until the noise has gone.

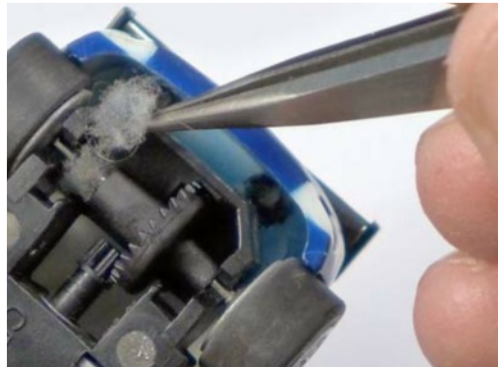


2. The Braids. I prefer softer copper braid, although the standard steel braid seems to be working very well on the drag strip. Tweaking braid is a very personal thing, but ultimately a consistent contact with the track rails is the aim of the game.

3. The Braid Contacts. These conduct electricity from the braids to the motor - you want a good connection. Removing the braid plate, I give the contacts a good clean and lift them up with a small screwdriver so they push into the braid.



5. The Rear Axle. Make sure everything is clean where the axle sits in the chassis. A tiny drop of oil at these two points will help. Also check that the wheels are not touching the chassis or the tyres rubbing on the body - friction kills a good ET on the strip.



4. The Gears. You want the small gear (pinion) and the big gear (crown) to mesh well. Not too loose that they wear or slip, but not too tight that friction robs you of speed. If you have more than one car, swapping the rear axles is worth trying. Then run the gears in - with or without an abrasive, eg cheap toothpaste - at 9 volts (+ve to left braid) to smooth the mesh. Clean thoroughly and lightly lubricate.

## 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. It does seem the more recent models with the translucent gears are consistently faster.

The full Super Tires HO range is sold by Frank Yuroshoski ([www.franktheracer.com](http://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](http://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.

# JULY 2020 EVENT REPORT

## Entry list: July 2020

Entrant	Car	Class
Andy Pla	Alfa Romeo 159	MS Street
Andy Pla	Nissan 350Z	MS S/S
Andy Pla	Dodge 330	T-Jet S/S
Rebecca	Porsche Boxster	MS Street
Rebecca	Nissan 350Z	MS S/S
Rebecca	AMC AMX	T-Jet S/S
Doug	Lightning McQueen	MS Street
Doug	38 Ford Coupe	T-Jet S/S
David	Aston Martin DBR9	MS Street
David	Chevy Impala	T-Jet S/S
Noah	Ford Focus WRC	MS Street
Noah	41 Willys Coupe	T-Jet S/S
Dylan P	Ford Focus WRC	MS Street
Dylan P	41 Willys Coupe	T-Jet S/S
Jeremy	Bugatti Veyron	MS Street
Jane	Bugatti Veyron	MS Street
Alan	Mercedes C-Class	MS Street
Alan	Jaguar XJ220	MS S/S
Alan	Mercury Cougar	T-Jet S/S
Clive	Nissan 350Z	MS Street
Clive	Aston Martin DBS	MS S/S
Clive	Ford Thunderbolt	T-Jet S/S
Leo	Fire SUV	MS Street
Leo	Jaguar XJ220	MS S/S
Terry	Team Rally	MS Street
Louise	Team Rally	MS Street
Iain	Porsche 911	MS Street
Iain	Jaguar XJ220	MS S/S
Jason	Porsche 911	MS Street
Rosie	Jaguar XJ220	MS Street
Sarah	Ferrari F40	MS Street
Beth	Alfa Romeo 155	MS Street
Jerome	Audi TT	MS Street
Peter	Audi TT	MS Street
Andy Phi	Team Rally	MS Street
Andy Phi	Mini Cooper	MS Street
Gareth	Aston Martin DBS	MS Street
Gareth	Chevy Impala	T-Jet S/S
Dylan W	Lightning GT	MS Street

The second race in the RCR Summer Series was another absolute corker. There were more fabulous-looking cars, plus a few racers were starting to experiment with wheelie bars and different gear ratios in the Super Stock classes.

Another eight cars and seven new racers gives us thirty nine entries in the three core classes - plus fifteen cars ready to do some match racing! Alan made it two out of two 'Best in Show' awards and his prize for last month returned fully painted and decaled. You can see the Fast Freddy C-10 Pro Mod on the front cover and pages 3 and 11.

A big thank you to everyone who took part this month - especially the first-time entrants. Without further ado, let's get on with the race report and results...



The 39 entries lined up and ready to go!

## Best in show!

There were more fabulous re-liveries and Rebecca judged "The Tortoise" best in show.

Congratulations again Alan!



## Match Races

July 2020



Legends Funny Cars

Rebecca vs David

Doug vs Clive

Alan vs Iain

Fourth of July 3-Gear: Doug vs David

Plus...

NHRA Top Fuel: Noah vs Dylan

NHRA Funny Car: Peter & Jerome vs Andy

Report on page 11

Nostalgia



# 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.

Rebecca set a new course record in Micro Scalextric Super Stock and Clive was way out in front in the T-Jet Nostalgia class. There was a ridiculously close battle in Street Stock - Clive leading the first round, Alan the second and then both Jane and Clive leapfrogging Alan in the third. Jane grabbed top spot with a fastest second-best time!

Micro Scalextric Street Stock Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Jane	Bugatti Veyron	679	659	651	651	1*
Clive	Nissan 350Z	664	679	651	651	2
Alan	Mercedes C-Class	x	652	x	652	3
Leo	Fire SUV	694	698	690	690	4*
Dylan W	Lightning GT	737	713	690	690	5
Peter	Audi TT	699	721	701	699	6*
Terry	Team Rally	710	752	699	699	7
Rebecca	Porsche Boxster	711	700	736	700	8
David	Aston Martin DBR9	705	725	709	705	9
Noah	Ford Focus WRC	716	724	731	716	10
Doug	Lightning McQueen	732	721	729	721	11
Gareth	Aston Martin DBS	722	741	737	722	12
Dylan P	Ford Focus WRC	727	752	732	727	13
Jerome	Audi TT	731	795	738	731	14
Andy Pla	Alfa Romeo 159	748	737	744	737	15
Andy Phi	Team Rally	825	847	763	763	16
Louise	Team Rally	784	769	771	769	17
Jeremy	Bugatti Veyron	818	801	821	801	18
Iain	Porsche 911	821	836	807	807	19
Beth	Alfa Romeo 155	843	818	811	811	20
Rosie	Jaguar XJ220	832	831	829	829*	21
Jason	Porsche 911	865	829	852	829	22
Sarah	Ferrari F40	931	969	848	848	23

\* ahead on fastest second-best time  
 Quickest ET: Jane / Clive both 0.651 seconds  
 Top Speed: Rebecca 7.609 mph

Micro Scalextric Super Stock Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Rebecca	Nissan 350Z	626	651	670	626	1
Alan	Jaguar XJ220	663	677	639	639	2
Andy Pla	Nissan 350Z	670	712	647	647	3
Leo	Jaguar XJ220	708	707	710	707	4
Andy Phi	Mini Cooper	724	740	767	724	5
Clive	Aston Martin DBS	774	796	849	774	6
Iain	Jaguar XJ220	832	856	823	823	7

Quickest ET: Rebecca 0.626 seconds (class record)  
 Top Speed: Rebecca / Andy both 7.706 mph

Nostalgia Super Stock Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Clive	Ford Thunderbolt	725	702	683	683	1
Andy Pla	Dodge 330	759	761	764	759	2
Rebecca	AMC AMX	799	829	859	799	3
Alan	Mercury Cougar	855	878	947	855	4
Doug	Ford Coupe	1003	1179	863	863	5
Gareth	Chevy Impala	913	890	915	890	6
Noah	Willys Coupe	941	915	1036	915	7
Dylan P	Willys Coupe	1039	1081	984	984	8
David	Chevy Impala	1036	1012	1012	1012	9

Quickest ET: Clive 0.683 seconds  
 Top Speed: Clive 8.810 mph

# MICRO SCALEXTRIC SUPER STOCK



The Micro Scalextric Super Stock Eliminator were first on the strip on Wednesday. No surprises in the Quarter Finals, the top four qualifiers all comfortably through. Rebecca had a bye run and the closest contest was Andy Phillips' Mini getting within 0.030 of a second of Leo's Jaguar.

In the bottom half of the ladder, Iain improved on his best qualifying run, but Clive's Aston remained surprisingly slow. No race-day miracles for him this time.

For the second event running, there were big shocks in the Super Stock Semi Finals. Again, the top qualifier fell to the fourth place qualifier. Usually a fast starter, Rebecca's Sanditon Motorsport Nissan bogged down off the line. Leo took advantage, making his first sub-700 run of the event count. A winning margin of 0.024 looked comfortable, but was a massive upset.

The second Semi was expected to be close. Alan looked good down the first half of the run, but then Andy Player's Nissan picked up the pace. A finishing speed of 7.706 mph to Alan's 6.043 was the difference - a 0.026 winning margin.

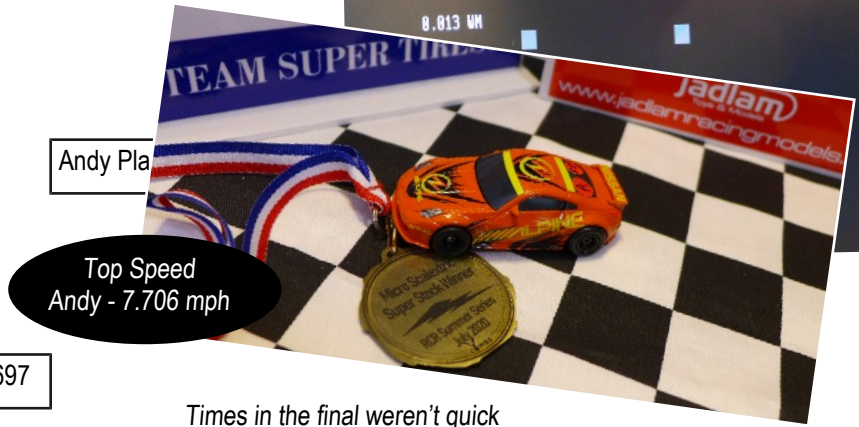
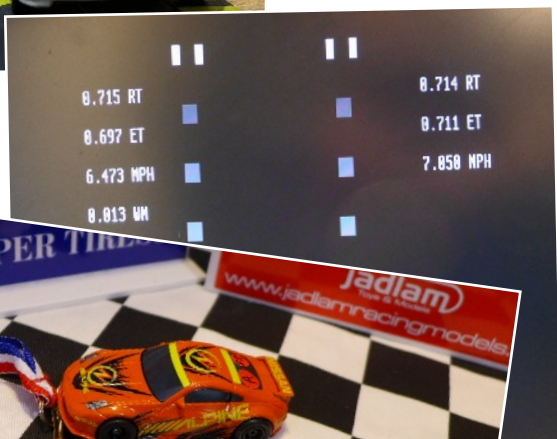
The third and fourth place qualifiers faced off in the Final. It turned out to be a much closer race than expected. Leo's Jaguar got off to a good start, but Andy edged it at half distance. The Nissan usually finishes strongly, but it was Leo's car that was quickest through the speed trap, giving a tantalisingly close winning margin of 0.013 seconds for Andy's orange Nissan.

That's four different winners in the first four races of the Summer Series. Will there be more?

Quarters	Semis	Final
Rebecca - 0.669		
	Rebecca - 0.720	
	WM= 0.024	Leo - 0.711
Leo - 0.736		
WM = 0.030	Leo - 0.699	
Andy Phi - 0.755		
		WM= 0.013
Alan - 0.684		Andy Pla
WM= 0.121	Alan - 0.688	
Iain - 0.804		
	WM= 0.026	Andy Pla - 0.697
Andy Pla - 0.688		
WM= 0.128	Andy Pla - 0.662	
Clive - 0.815		



There were some nice touches on most of the Super Stock cars this month.



Times in the final weren't quick and it was a much closer race than expected. Leo was just 0.014 of a second away from a shock win.

# T-JET NOSTALGIA SUPER STOCK

Qualifying was a breeze for Clive, but anything can happen in the elimination races. A field of nine gave us an odd-looking FIA ladder, but it worked well. Clive had a bye run in the first round, so the first competitive action was a humdinger between Doug and Gareth. It looked as if a steady run by the yellow Impala would give Gareth the win, but a sensational recovery by Doug saw him sneak past on the line - a 0.002 winning margin and a very rapid 8.533 mph not far off his class record. Another very close one was between Alan and Noah in the bottom half of the ladder. A hole shot win by Alan of 0.005 was enough to see "The Tortoise" through to the Quarters.



The T-Jet field is looking better and better!



There were only two second round races - Clive beat Doug and Rebecca beat Alan - both comfortable wins. It was Andy's turn to receive a bye.

Rebecca's win saw her through to the final. Clive and Andy would battle it out in Round Three to meet her there. The Malcolm Durham "Strip Blazer" tribute Dodge 330 had been incredibly consistent, but required a big mishap from the Tasca Ford Thunderbolt to get any further. It didn't happen - Clive beat Andy by a comfortable 0.086 seconds.

The Final ended up with the fastest two cars of the elimination rounds - and the possibility of an upset. Rebecca's AMC AMX-1 needed to continue its momentum towards 0.700 seconds and hope that the Thunderbolt had an average run. Both seemed very possible.

Although Rebecca was slow out of the blocks, both cars had great runs. The Thunderbolt pulled away at the top end of the strip and finished 0.045 ahead having clocked a 682. Congrats to Clive, our first repeat winner of the series - his Auto World Ultra-G car has set the standard for the T-Jet class.

Round One	Round Two	Round Three	Final
Clive - 0.706			
	Clive - 0.701		
	WM= 0.177	Clive - 0.678	
Doug - 0.882	Doug - 0.879		
WM= 0.002			
Gareth - 0.888			
		WM= 0.086	Clive - 0.682
Andy Pla - 0.756	Andy - 0.754		
WM= 0.162			
David - 0.768		Andy - 0.754	
			WM= 0.045
Rebecca - 0.766	Rebecca - 0.735		Clive
WM= 0.298			
Dylan P - 1.062		Rebecca - 0.712	
	WM= 0.206		
Alan - 1.018	Alan - 0.942		
WM= 0.005			
Noah - 0.943			
			Rebecca - 0.714



Top Speed  
Doug - 8.533 mph



It was an exciting final between the two fastest cars of the day.

# MICRO SCALEXTRIC STREET STOCK



The FIA Pro ladder template sorted out the 23-car field into four rounds and a final. Top qualifier Jane had a bye in the first round and the smaller second half of the ladder would get a bye in the semis.

Round One was mostly routine wins, but with some close races more equally matched cars. Dylan P (13th qualifier) comfortably beat Gareth (12th). The two closest finishes were Andy Player (15th qualifier) beating Noah (10th) by 0.002 seconds and then Andy Phillips (16th) dumping out David (ninth) by 0.001 of a second. It wasn't a good day for the Chesterfield crew - only Doug getting through. First-time racers Jason, Sarah, Beth, Rosie and Iain also have some work to do for next time.

Round Two saw Jane beat Dylan P by 0.083, setting a rapid ET of 0.649. WHO regulars Terry and Peter were up next, Terry prevailing by 0.029 and dipping into the 600s at 0.691. Peter's Audi TT had definitely made progress since last month, but it wasn't quite enough.

In surprisingly close race, Alan beat Andy Player by 0.015 - 0.664 to 0.681. They were followed on the start line by Leo and Andy Phillips. It was Leo's Fire Dept SUV that got to the finish first - a winning margin of 0.013 and an ET of 0.704.

That left us with two sound round races left. Clive beat Doug by 0.26 with a 0.682 ET and then Dylan W beats Rebecca by 0.015 with a 0.717. Rebecca's car was the quickest in the field through the speed trap, but just doesn't get hooked up at the start.



Round Three saw Jane go even quicker - beating Terry by 0.025 seconds despite the WHO regular setting his event best of 0.663. Jane's time was an impressive 0.638 - and that's 0.013 quicker than her top qualifying mark.

Meeting Jane in the Semi Final was Alan, who beat Leo by 0.020 - Alan hitting 0.658 and Leo going sub-700 at 0.673.

The third and final third round race was between second qualifier Clive and fifth qualifier Dylan. In a big turn-up Dylan won by 0.011 of a second - 0.675 to 0.685 - Clive holding the lead until Dylan passed him in the final couple of feet. That put Dylan straight into the final.

Who would be the second finalist? In an incredibly close race, Jane held off Alan to win by 0.006 of a second - Jane's pace dropping to a 0.644 and Alan improving to 0.654. Jane had done enough - and we were guaranteed another first-time winner when the final was decided...



# MICRO SCALEXTRIC STREET STOCK

Round One	Round Two	Round Three	Round Four	Final
Jane - 0.678				
	Jane - 0.649			
	WM= 0.083	Jane - 0.638		
Gareth 0.822				
WM= 0.077	Dylan P - 0.735			
Dylan P - 0.746				
		WM= 0.025	Jane - 0.644	
Peter - 0.735				
WM= 0.094	Peter - 0.719			
Iain - 0.832				
	WM= 0.029	Terry - 0.663		
Terry - 0.745				
WM= 0.070	Terry - 0.691			
Jeremy - 0.814				
			WM= 0.006	Jane - 0.646
Alan - 0.684				
WM= 0.139	Alan - 0.664			
Jason - 0.823				
	WM= 0.015	Alan - 0.736		
Noah - 0.706				
WM= 0.002	Andy Pla - 0.681			
Andy Pla - 0.705				
		WM= 0.043	Alan - 0.654	WM= 0.012
Leo - 0.703				
WM= 0.114	Leo - 0.704			
Rosie - 0.819				
	WM= 0.013	Leo - 0.673		
David - 0.723				
WM= 0.001	Andy Phi - 0.715			
Andy Phi - 0.717				
				Dylan W - 0.664
Clive - 0.686				
WM= 0.127	Clive - 0.682			
Sarah - 0.807				
	WM= 0.026	Clive - 0.685		
Doug - 0.722				
WM= 0.011	Doug - 0.703			
Jerome - 0.736				
		WM= 0.011	Dylan W - n/a	
Dylan W - 0.704				
WM= 0.099	Dylan W - 0.717			
Beth - 0.803				
	WM= 0.015	Dylan W - 0.675		
Rebecca - 0.721				
WM= 0.006	Rebecca - 0.727			
Louise - 0.738				



Wow! What a final... As she had all evening, Jane got a fabulous start. But Dylan's reaction time was quicker: 0.722 to 0.728.

On the video, you can see the Veyron gets its nose down first and holds a very small advantage until pulling away a fraction more at the end. The winning margin was 0.012 of a second and the ETs 0.646 to 0.664 - two absolutely cracking times for the big race.

Huge congratulations to Jane on her victory - three great qualifying rounds and four clinical eliminations to win the medal.

Top Speed  
Rebecca - 7.955 mph



**YouTube** Video clips can be viewed on the andycaen YouTube channel

# MATCH RACING & EXHIBITION RUNS

This month's Nostalgia Funny Car match-racing featured four Auto World 'Legends of the Quarter Mile' 4-Gear cars, plus two cars on original Aurora 'Speciality' chassis. The first passes took place on Tuesday, just after the main qualifying sessions.

Rebecca's Cha Cha Muldowney "Bounty Huntress" was unbeatable last time out and she chose to take on newcomer David. His "King Fish" Cuda surprised everyone with an extremely rapid run and a win by 0.087 seconds. Clive had a new Funny Car this time - the lovely "King Cobra" Mustang. There were some concerns getting the red Mustang fired-up in the pits, but it showed good pace to put Doug's "Blue Max" to the sword by 0.048 of a second in the first run.

Finally, Iain's classic Aurora Chevy Vega faced up against Alan's Chevy C-10 Pro Mod - a lovely resin body on an Aurora chassis. This was an incredibly close race, with Iain getting a hole shot win by a mere 0.005 seconds! There was time for round two before dusk fell. Iain got away quicker again - but this time his car got really loose off the line and he went sideways. No damage, but Iain sensibly got right out of the gas and limped across the line 9.465 seconds behind Alan.

There was more Nostalgia 4-Gear action after the Micro Scalextric Super Stock Eliminator. Both Auto World Legends Funny Car match-ups ended 2-0, David beating Rebecca by 0.053 and Clive beating Doug by 0.060. Meanwhile, the Aurora Speciality match race had a decider, with the two cars level on one win each. The race was won decisively - Iain's Nova beating Alan's C-10 truck by 0.039 seconds and setting the fastest ET of their contest.



All seven Nostalgia races were won by cars making their debuts on the strip



Modern NHRA Top Fueler and Funny Cars match racing also featured. First was the NHRA Top Fueler re-match. It certainly looked like Noah's Optima team had put in the hours since last month. The elder of the two brothers took the first leg on Tuesday evening by 0.044 seconds, despite a tardy start. Noah made it a two-to-zero victory in the Top Fuelers, beating Dylan by 0.074 on Wednesday. He enjoyed taking revenge for last month's whitewash.

This month, we also had runs by modern day NHRA Funny Cars. Peter and Jerome had their new JR Todd DHL car and they were up against Andy's Ashley Force-Hood GTX Mustang. Jerome drove the first run against Andy and won by 0.007 of a second. Peter took charge of the DHL Funny Car for the second pass. Another close one - a 0.012 second win margin - saw the Burleys win the match 2-0.

Starting Wednesday's action were father-and-son Doug and David with a Fourth of July 3-Gear Xtraction celebration. Round One went to David's Stars & Stripes '55 Chevy by 0.145 seconds. When they returned for a second run, Doug's Chevy Nomad got revenge with a 0.056 winning margin. The decider came just before the Street Stock Eliminator, David winning by 0.098 and taking the match two-to-one.

Finally, the new Auto World 'Legends of the Quarter Mile' Pro Stock Xtraction cars made some exhibition runs on race day. Bill Jenkin's Camaro, the Sox & Martin Road Runner and Dick Landy's Dodge Challenger all looked fabulous in this the fiftieth anniversary year of the birth of Pro Stock. See page 13 for a picture of the three cars.

# LEGENDS OF THE QUARTER MILE

## #4 Bob Glidden

- 10 NHRA Pro Stock championships
- 85 NHRA Pro Stock national titles
- 9 straight NHRA wins in 1979
- 5 back-to-back championships

This year sees the fiftieth anniversary of the birth of Pro Stock - one of the three top professional NHRA classes, alongside Top Fuel Dragster and Top Fuel Funny Car. Pro Stock was an exciting new class designed for 'stock cars on steroids' - production-based 'door-slammers' using ordinary pump gas, but with loads of chassis modifications. It was a perfect arena for manufacturers and for tuners.

Back in 1970, Bob Glidden was a successful amateur racer and full-time mechanic at a Ford dealership in Indiana. Turning pro in 1972, Glidden bought a Gapp & Roush Ford Pinto and finished second to Bill "Grumpy" Jenkins at the end-of-season Supernationals - his Pro Stock debut. It was the start of a phenomenal career that left him with the most wins in NHRA history when he retired from racing in 1997.

Supported by his wife Etta and their two sons, Glidden became almost unstoppable. He treated each qualifying run and elimination round as if it was a championship-decider. His skills as a mechanic and talent as a driver were matched by his work ethic and attention to detail. Glidden's success was achieved almost exclusively with Fords, which he took from being also-rans in the early 70s to winning week-in and week-out - much to the delight of the legions of Ford fans.

His first major NHRA title came in 1973, following that up with four more in '74. Glidden clinched his first points championship that year and went back-to-back in 1975 with seven wins. Three more championships came his way in 1978, '79 and 80 (with a Plymouth Arrow) and then an unbroken run of five championships from 1985-'89. During those five years, Glidden's win rate was an incredible 80.4 percent.

Glidden was past his best by the start of the 1990s, although he added six wins in three seasons and scored his final NHRA victory at Englishtown in 1995 - a record of 85 wins that stood until 2000, when Funny Car driver John Force went one better.

Bob and his crew chief Etta tended to avoid the limelight and the razzmatazz of the sport, preferring to get on with the job of building and driving winning race cars. Nonetheless, Glidden's fan-base was huge - they identified with this racing legend who had re-written the NHRA record books in an explosive 25-year career.



Bob Glidden was voted #4 in the NHRA 50th anniversary all-time list

Glidden's Ford Thunderbird was the car that took him to four NHRA Pro Stock championships between 1985 and 1988, despite limited factory backing.



It all started with the Pintos... Glidden's first wins and first NHRA championships came with these un-fancied Fords. He made them work - and work well!



Etta Glidden (right) was Bob's crew chief, with Rusty and Billy important members of the team. It was a true family adventure.

"I guess we just sort of dedicated our lives to this. It's a never-ending task, I can assure you of that!"

- Bob Glidden  
1944-2017



# AUTO WORLD DRAG RACING CARS

Auto World have become the mainstay of the mass-produced HO slot car world. The company releases a handful of cars each month and about half a dozen sets a year. No-one else comes close.

Their cars don't always thrill me and some customers complain about poor quality control (much improved these days), but they do offer something for pretty much everyone. The core of Auto World's range are re-liveries of late 60s and early 70s Aurora bodies – most of them fitted to re-moulds of the various Aurora 'pancake' chassis.

These old-style chassis are bizarre examples of over-engineering, with their vertical motors and long gear chains. Nevertheless, the Auto World Thunderjet 500, Xtraction and 4-Gear chassis embrace an important era of HO slot car history and can be a lot of fun to tune.

These chassis are also not too fast, so perfect for the Rock County Eighth Mile. The most recent Ultra-G versions of the chassis are fitted with small button traction magnets, which help keep the cars stable when they launch off the start line.

Over the past fifteen years, Auto World have added new bodies and some wonderful drag racing themed ranges. These go perfectly with Auto World's fabulous Pro Racing Dragstrip system – a cheap and accessible way to get started in HO drag racing.

Very popular are the modern NHRA-licensed 4-Gear drag racing cars – featuring Top Fuel dragsters, Funny Cars and Pro Stockers. We've seen example of all these in action on the Eighth Mile.

The Auto World slot cars that get me really excited are the "Legends of the Quarter Mile" – classic drag cars from the 60s and 70s. Unlike the modern NHRA cars which are all on the 4-Gear chassis, the Legends releases are spread over all three of the 'pancake' chassis – 1970s Funny Cars on the 4-Gear, 1960s Super Stockers on the smaller Thunderjet chassis and now the 1970 Pro Stock release on the Xtraction.

Auto World cars and sets are sold widely in North America - just ask if you'd like a car added to an order. Swiss HO enthusiast Stephan Ziedler stocks some Auto World cars at his site [www.h0slot.ch](http://www.h0slot.ch).

There are also plenty of stunning resin bodies available for the Auto World 4-Gear, Thunderjet and Xtraction chassis - spreading the net to cover Hot Rod, Gasser, Pro Mod and Street Outlaw style cars.

At the moment, the Super Stock Thunderjets are the only Auto World cars running in a core class at the Summer Series races. However, we will fit in any of the other cars for some match racing. If you have one - send it in.

Do let us know which of the Auto World cars you'd like to see as a future Rock County Eighth Mile class. Along with the Micro Scalextric cars, they will remain the basis of our drag racing series.



The latest 'Legends of the Quarter Mile' release - the 1970 Pro Stock cars that made exhibition runs at the July race.



Above: NHRA Top Fuel, Funny Car and Pro Stock

Below: 'Legends of the Quarter Mile' Pro Stock, Funny Car and Super Stock



# AUGUST 2020 EVENT PREVIEW



Event #3  
11 & 12 Aug

## 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.SlotRacer.Online](http://www.SlotRacer.Online)

The core classes for the third event of our summer series will be the same as the first two: 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 Mille' Funny Car match racing will continue, but if you would like to send any Auto World or Aurora 4-Gear or 3-Gear car, we'll do some heads-up racing using these. All the match racing will run to NTRA Pancake Stock rules - except braids must be fitted to the shoes to work on the Micro Scalextric track. More details here: <https://nitroslots.com/page/ntra-rules>

If there is time, we'll squeeze in some exhibition passes, so if there's anything you want to show off - send it in!

There will hopefully be some American cars visiting from the Nitro Slots community (see below). Micro Scalextric cars aren't very common over there, so it's wonderful the NTRA guys have made such an effort. The Nitro Slots community have been our inspiration to set up HO proxy drag racing in the UK and they have been incredibly supportive, including sending resin bodies as prizes for our 'Best in Show' winners.

Not long to wait! Any questions or suggestions, please get in touch.

## Schedule

Entries open: Sunday 12 July

Last arrivals by hand: Saturday 8 August

Last arrivals by mail: Monday 10 August

Qualifying: 11 August, results posted 8pm at SlotRacer Online

Racing: Wednesday 12 August, coverage 6-10pm at SlotRacer Online

Full results and report published: Friday 14 August in South Coast HO Dragster



## 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](http://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](http://www.nitroslots.com)



# SUMMER SERIES REGULATIONS

## Micro Scalextric Street Stock

**Chassis:** Micro Scalextric 1995-2018 version with braids. May be 'narrow' or 'wide' versions, depending on body fitted. No cutting, drilling or any other modification to chassis. Components cannot be glued.

**Motor:** Unmodified standard Micro Scalextric motor with 'flywheel' between commutator and armature stacks. Minimum 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.

## 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.

## 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.

# CHAMPIONSHIP TABLES



## Micro Scalextric Street Stock

Name	10 June	8 July	12 Aug	2 Sept	30 Sept	Total
Alan	121	94				215
Jane	55	131				186
Dylan W (J)	65	104				169
Rebecca	93	69				162
Terry	82	80				162
Clive	62	85				147
Noah (J)	80	57				137
Leo	51	83				134
Dylan P (J)	68	64				132
Gareth	73	55				128
Peter	54	71				125
Jeremy	74	50				124
Doug	56	66				122
Andy Pla	57	62				119
David	59	58				117
Jerome (J)	53	53				106
Andy Phi	0	61				61
Sarah	0	50				50
Rosie (J)	0	50				50
Jason	0	50				50
Beth (J)	0	50				50
Iain	0	50				50
Louise	0	50				50



## Micro Scalextric Super Stock

Name	10 June	8 July	12 Aug	2 Sept	30 Sept	Total
Rebecca	119	76				195
Andy Pla	75	119				194
Leo	60	95				155
Clive	94	61				155
Alan	76	75				151
Rob	63	0				63
Andy Phi	0	62				62
Terry	61	0				61
Iain	0	60				60



## T-Jet Nostalgia Super Stock

Name	10 June	8 July	12 Aug	2 Sept	30 Sept	Total
Clive	118	121				239
Andy Pla	96	85				181
Rebecca	75	96				171
Alan	76	73				149
Doug	62	72				134
Gareth	61	61				122
Noah (J)	59	60				119
Dylan P (J)	60	59				119
David	0	58				58



Ten points are awarded to each entrant in each class.

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

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

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

