



SOUTH COAST HO DRAGSTER

Issue #3
AUGUST 2020



Hot August Night!

The action was hot at the August round of the Summer Series

Inside:

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- Results
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- Pictures
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RCR SUMMER SERIES NEWS

The third drag race of our summer series was particularly enjoyable for me. Each step of the event is becoming a familiar routine, but the thrill of opening the boxes and admiring some amazing modelling skills is growing with every race. The action on the track never fails to excite and surprise me either. I hope some of that excitement is conveyed in these pages.

This month, Alan has kindly shared some of secrets behind his fabulous homemade decals that have graced HO tracks around the UK over the past five years - and have helped bag him two Best-in-Show awards so far this summer. He's even sent some samples for the return boxes. Thank you Alan!

As we are a UK-based drag racing series, there's also a focus on Santa Pod Raceway in this edition. The Santa Pod team need all the support they can get in these difficult times.

And we now have provisional dates for another five-race series through the Winter. Keep an eye out for a few changes to the class formats and rules.

Take care and have fun!



The heart and soul of UK drag racing is Santa Pod Raceway in northwest Bedfordshire. There is a profile of the strip and its history on page 15 of this fanzine.

Like many sporting venues, Santa Pod has been kicked in the teeth by the Coronavirus pandemic. Although some low-key races have taken place over the past few weeks, all the big events of the summer have been cancelled and the rest of the year looks doubtful. The loss of revenue and all the pre-season costs already incurred mean a financial crisis for the raceway.

We can all support Santa Pod and the future of drag racing the UK. Whether it's buying merchandise at the Santa Pod online shop, booking tickets for 2021 or donating some money (via the Ticket Shop), everything will help.

To tempt you, there are some Santa Pod goodies in the return boxes this month - and some more to come at the season finale at the end of September.

The Santa Pod website is: santapod.co.uk



The Rock County Eighth Mile is built with the new Micro Scalextric track system. It is quite different to 'traditional' HO track. To help set up your cars for the strip, there are a few 3-inch pieces to send out in the return boxes this month.

You can buy more 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.

HO DRAG RACE PAINT SHOP

Making your own decals & applying them *by Alan Twiddy*

There comes a time when we want to personalize our race cars. This may be anything from putting your own name on the side to creating a replica of a car that has special meaning for you.

Professionally printed decals, whilst of very good quality do tend to be sized to the exact scale of 1/64 or 1/87 to fit resin, plastic or die cast metal models - which can make these decals difficult to fit on our race cars, since the size of slot cars is generally dictated by the motor, gearing and wheel base of the motorised chassis. To overcome these issues and to create a bespoke race car, lets make our own decals...

Basically, a simple process, all we need is some blank decal paper (ink-jet or laser) a printer and a picture or words to print.

The white problem

Unfortunately, the one fact that complicates the process is that normal printers cannot print white, yet all printed colours need a white background to be seen correctly. If you print a picture, photograph - or even text - what makes it clearly visible and the colours correct is the white paper it is printed on. When printing decals we are normally printing on a transparent film and professional decal makers simply print a blank of the image, in white ink, on the clear film before printing the image.

There are a number of solutions that we can employ, first and simplest is to put our home-printed decals on a white car.

Secondly, we can adjust the colour of our decals so that the colour of the car and the decal combined give us the look we want. For example, if you put a red decal on a yellow car it will appear to be orange, yellow on a light blue car will tend towards green.

This of course only works when the car's base coat is a light shade of the selected colour. As soon as we want to use the mid to dark shade as a base colour, the decal film just becomes a dark patch losing most of its detail.

The white solutions

Helpfully, decal paper is also available as white rather than clear film, but this means we have to cut closely round the printed decal. This can, if we are unable to cut to the edge of the printed image, leave a white boarder showing when the decal is put on the car. You can see this on the 'flames' decal opposite. The white can be covered and the decal blended in by using carefully using paint with the same colour as the body.

The method I prefer is to outline the clear decal with the car body colour. Then, printing the outline on white decal paper, cut that out on or just inside the line, place the white background decal onto the car and then, when perfectly dry, place the clear film decal on top. This process can be fiddly, but gives the best results for dark coloured cars. An example is adding a Micro Scalextric decal to the Audi's black rear wing (see photos, right).

Alan's Hot Mustard Jag won the June 'Best in Show' award



The simplest DIY option is to print decals and use them on a white car. Alan's latest project is this Micro Scalextric Audi R8 LMS.

The yellow Hot Mustard body works, but using clear decal paper on the red car will not. White decal paper is needed.



HO DRAG RACE PAINT SHOP

Creating the Decals

It is possible - if you have a talent for drawing and painting - to draw and paint directly onto decal paper. If you plan to try this, you will need to spray the surface of the decal paper with a waterproof clear coat before starting. This will prevent water-based inks and paints causing the decal film to lift from the backing paper when you apply the paint or ink. Remember to paint the white undercoat first.

However, the easiest way is either to search for the images you want on the internet or to use a painting or drawing program to create unique artwork. I use a free drawing program called Inkscape.

When making my own decals the first thing I do is find or draw an outline of the car body shell I want to decal in plan and side view, "the-blueprints.com" is a good source for this. I then ensure that the outline drawing of the car is at the scale I want for the car I plan to decal. This allows me to easily scale the decals to the size I want on the finished car.

Having decided on the designs I want on the car, I begin a trawl of the internet to see if I can find the images I want. Slotracer Online graphics section is a good place to start. Once I have found an image I want to use, I will import it into Inkscape and make it suitable for printing and size it using the car outline.

Once I have all the images prepared I print them onto a piece of plain paper. I then cut out each image and check the size against the model car. This is a final check that everything will fit where I want it to. Once I am happy, I print the decal sheet. If the decals are printed on an inkjet printer they will need to be sprayed with a clear waterproof spray coat to prevent the ink running when the decals are applied. Laser printed decals can be used straight off the printer.

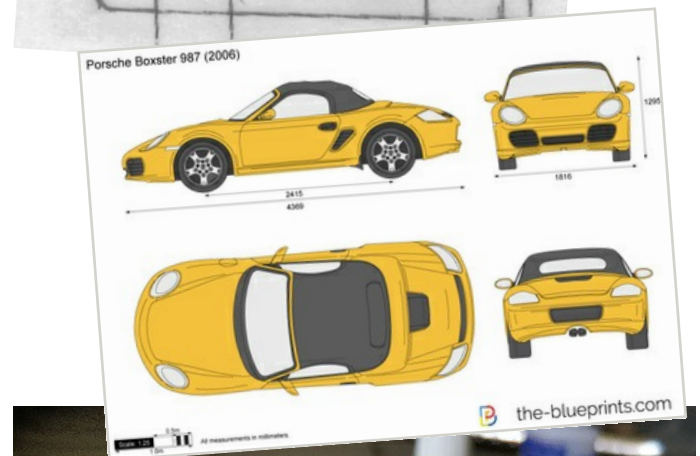
Applying the decals

The tools needed to apply decals are, a sharp scalpel or craft knife, a pair of small scissors, a metal ruler, a cutting mat, a couple of small paint brushes, an eraser pencil (I use a Faber-Castell eraser pencil), a bowl, some kitchen roll and a soft cloth.

The first rule in applying decals is that the model surface must be glossy and smooth. I put a coat of crystal clear on the model before applying the decals if you need a satin or matt finish the car can be sprayed with the appropriate clear spray when it is complete.

Once cut out, the decals are released from the backing paper by dipping the decal into warm water to soften the decal film and then sliding the decal off the backing paper into position on the model. It is important not to soak the decal as it has a small film of glue on the back to help it adhere to the model. I wet the decal and then remove the excess water by placing it on kitchen paper.

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HO DRAG RACE PAINT SHOP

To help the decal adhere, I apply a separate decal setting solution (Micro Set) to the car body where the decal is to sit. Micro Set does two things: it helps glue the decal in place and softens the decal to help it form to the body shape. Once the decal is in place, I use the corner of a piece of kitchen towel to wick away excess moisture from the edges of the decal. Then, once the excess moisture has gone, you can press the decal into place with a soft cloth.

Don't be tempted to apply pressure to the whole decal in one go, rather gently press the decal into place from the centre outwards. Be warned that this operation can cause the decal to move if you press too hard. If the decal moves, use a small paint brush with some Micro Set solution (or water) and lift the edge of the decal to get moisture back underneath the decal, allowing it to slide and move it back into position.

The second rule of applying decals is not to try to decorate a car in one attempt. Put on a few decals and let them dry properly (for at least a couple of hours - but preferably overnight). I start with one side, then do the top, front and back, and finally the second side. Although the decals appear dry they will remain soft for some time and are easily damaged when holding or touching the model.

If you look at the model when the decals are dry and you see a bubble in a decal - particularly over a panel line or indent in the car body - this can be fixed by using a sharp pin to prick the bubble, then putting some Micro Set on to the decal, wait a couple of minutes for the decal to soften, before gently pressing the bubble area down. I use a cotton bud wrapped in my soft cloth to apply the gentle pressure. Don't be tempted to use a cotton without a cover as it will inevitably leave cotton fibres on the decal.

Finally, once all the decals are in place and bone dry, spray the model with your chosen finish of clear spray to protect the decals from damage whilst being handled or raced.



HO racing decals - DIY materials & ready-made

Both transparent and white 'waterslide' decal papers are widely available from craft shops and online. Depending on your printer, you'll need paper for either inkjet or laser. No fancy printers are required - a £25 basic inkjet printer will do the job. The higher the DPI (dots per square inch) offered, the better the definition of the decals. Most modern entry-level printers will print photos at up to 4800 x 1200 dpi, which is more than adequate.

Inkscape is a free open-source vector graphics program, ideal for creating and scaling text and images. It is available in Windows, MacOS and Linux versions.

Most acrylic clear sprays will work well as a foundation for the decals and as a protective clear coat. However, some may wrinkle the decals or add an unfortunate yellow hue. Tamiya acrylic clear is generally considered a good choice, although there are plenty more cheaper options. The thing to do is to experiment and then stick to your chosen brand. This is the same for using clear spray with commercially-made decals.

Micro Set and Micro Sol are available from model shops in the UK.

If you don't fancy making your own decals - or want the option of decals printed in white and metallic colours - there are a lot of choices out there. Pattos Place in Australia and IndyCals in America have vast selections in 1/64 scale - but no specific drag racing decals.

G's HO Decals - available from Lucky Bob and Bad L's - offers a nice selection of nostalgia and modern day drag racing decals. You can also find some obscure drag car decals on eBay - usually listed for 1/24 scale diecast, but can be scaled down to 1/64 scale on request.

A half-way option is to design your own decal sheet and then pay someone to print them on their top-end printer. Colin 'Wraith' offers this through C&C Designs (candc-designs.co.uk) or you can find him in the Traders' section at SlotRacer Online. Colin will walk you through how to prepare your design for printing.

AUGUST 2020 EVENT REPORT

Entry list: August 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	Nissan 350Z	MS Street
Jane	Nissan 350Z	MS Street
Alan	Audi R8 LMS	MS Street
Alan	Jaguar XJ220	MS S/S
Alan	Mercury Cougar	T-Jet S/S
Laura	Aston Martin DBR9	MS Street
Clive	Audi R8 LMS	MS Street
Clive	Stock Car	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
Iain	57 Chevy Bel Air	T-Jet S/S
Rosie	Jaguar XJ220	MS Street
Natasha	Mercedes C-Class	MS Street
Jason	Aston Martin DBS	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

Despite scorching heat, our third socially-distant drag race ran very smoothly. UK-based cars arrived on time, with two first-time racers plus a number of beautiful new cars. Sadly, the US entries arrived 36 hours after the final action had taken place - but they are now here and ready for the two September races.

There were forty entries in the three core classes - plus ten cars ready to do some match racing. Iain's fabulous Chevy Gasser won Best in Show - not a bad start for him in the T-Jet class! And there was plenty of competition for the award - Alan, Jane, Clive and Jeremy all producing delightful new Micro Scalextric re-paints.

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 40 entries lined up and ready to go!

Best in Show!

It was a particularly tough job judging the Best in Show this month, but Rebecca chose this Chevy gasser.

Congratulations Iain!



Match Races

Aug 2020



Legends Funny Cars

Clive vs David

Doug vs Rebecca

Plus...

Micro S/S 6.0: Andy vs Rebecca

NHRA Top Fuel: Noah vs Dylan

NHRA Funny Car: Peter & Jerome vs Alan

Nostalgia

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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.

Alan's new Audi was sensational in Street Stock, smashing the course record with a 0.573 second ET and a top speed of 9.375 mph. The top sixteen dipped under 0.700 seconds, compared to just seven last time. Iain was quickest in Super Stock, with Clive Top Qualifier in Nostalgia Super Stock. Doug's Ford Coupe hooked up a great run to snatch second place.

Micro Scalextric Street Stock Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Alan	Audi R8 LMS	591	584	573	573	1
Laura	Aston Martin DBR9	624	644	643	624	2
Jane	Nissan 350Z	654	625	630	625	3
Clive	Audi R8 LMS	x	627	631	627	4
Dylan W	Lightning GT	679	646	656	646	5
Iain	Porsche 911	653	705	708	653	6
Andy Phi	Team Rally	776	864	672	672	7
Jason	Aston Martin DBS	674	683	675	674	8
Andy Pla	Alfa Romeo 159	675	783	769	675	9
Rebecca	Porsche Boxster	679	722	703	679	10
David	Aston Martin DBR9	723	683	682	682	11
Louise	Team Rally	732	683	687	683	12
Terry	Team Rally	698	685	694	685	13
Jerome	Audi TT	723	695	686	686	14
Noah	Ford Focus WRC	704	704	697	697	15*
Leo	SUV	697	718	716	697	16
Pete	Audi TT	712	717	717	712	17
Doug	Lightning McQueen	717	733	716	716	18
Dylan P	Ford Focus WRC	732	726	723	723	19*
Gareth	Aston Martin DBS	723	746	747	723	20
Jeremy	Nissan 350Z	757	775	763	757	21
Natasha	Mercedes C-Class	786	791	789	786	22
Rosie	Jaguar XJ220	885	879	827	827	23

* ahead on fastest second-best time

Quickest ET: Alan 0.573 seconds (new class & track record)

Top Speed: Alan 9.375 mph (new class record)

Micro Scalextric Super Stock Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Iain	Jaguar XJ220	610	643	611	610	1
Andy Pla	Nissan 350Z	669	628	639	628	2
Rebecca	Nissan 350Z	641	658	630	630	3
Alan	Jaguar XJ220	644	639	658	639	4
Clive	Stock Car	744	671	700	671	5
Andy Phi	Mini Cooper	707	695	674	674	6
Leo	Jaguar XJ220	683	712	676	676	7

Quickest ET: Iain 0.610 seconds (new class record)

Top Speed: Rebecca / Andy both 8.091 mph

Nostalgia Super Stock Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Clive	Ford Thunderbolt	700	687	684	684	1
Doug	Ford Coupe	1.243	765	830	765	2
Andy Pla	Dodge 330	773	776	780	773	3
Rebecca	AMC AMX	781	897	914	781	4
Alan	Mercury Cougar	816	793	806	793	5
Iain	Chevy Bel Air	x	827	828	827	6
Gareth	Chevy Impala	921	920	926	920	7
David	Chevy Impala	991	1.006	991	991	8
Noah	Willys Coupe	1.073	1.089	993	993	9
Dylan P	Willys Coupe	997	999	1.012	997	10

Quickest ET: Clive 0.684 seconds

Top Speed: Doug 9.752 mph (equals class record)

MICRO SCALEXTRIC SUPER STOCK



The Micro Scalextric Super Stockers were first cars to race on Wednesday. It was one of the hottest days of the year on the South Coast and the Eight Mile was absolutely scorching.

The Quarter Finals went to form, with the top four qualifiers all going through. As predicted, the gaps in this class are getting tighter - 0.059, 0.032 and 0.030 - with everyone running below 0.700 seconds and Alan the quickest at 0.618. Top Qualifier Iain had a bye run.

The first Semi Final was an all-Jaguar affair. The Jags were very fast - Alan hooked up a 0.592 to beat Iain by 0.020 seconds and set a new class record. Iain's 0.612 was just 0.002 off his top qualifying time. For the third time in three events, the Super Stock top qualifier fell to the fourth place qualifier.

The second Semi was a battle of the Nissans. Rebecca's Sanditon Motorsport car was off the line first, but Andy picked up the pace to win by 0.017 seconds. The times for these two previous race winners were nothing special - 0.652 and 0.668.

It was looking good for Alan and the Hot Mustard Jaguar in the final. At the start, the Jag was quick off the line and held its pace down the track. Andy's Nissan had a decent run and was finishing strongly, but ended up 0.017 of a second behind Alan. The times were quick - a 0.602 for Alan and 0.627 for Andy.

It was third time lucky for the Hot Mustard Jag! The win for Alan also makes the championship tables nice and close for the final two rounds of the Summer Series.



Quarters	Semis	Final
Iain 0.629		
	Iain 0.612	
	WM= 0.020	Alan 0.602
Alan 0.618		
WM= 0.059	Alan 0.592	
Clive 0.675		
		WM= 0.024
Andy Pla 0.647		Alan
WM= 0.032	Andy Pla 0.0652	
Leo 0.684		
	WM= 0.017	Andy Pla 0.627
Rebecca 0.659		
WM= 0.030	Rebecca 0.668	
Andy Phi 0.688		



Alan's Hot Mustard eliminated Top Qualifier Iain on the way to the final



Top Speed
Alan - 8.460 mph



It was a quick final, but Alan's 0.602 was 0.010 short of the stunning 0.592 he set in the Semis - a new class record.

T-JET NOSTALGIA SUPER STOCK

Two-time winner Clive must have gone into the eliminators fairly confident of more success. His only worry was the potential of second-place qualifier Doug to hook up a stupendously quick run - but that would only matter if he got through to the final. Doug's first round almost ended in disaster - there were gasps as his Ford was really slow to get going. Noah was almost at the line, but Doug's Ford blasted through 0.056 ahead. The excitement carried over to Alan and Iain's race, two Best in Show winners separated by just 0.12 of a second - Iain taking the win. Meanwhile, Clive, Andy and Rebecca all had fairly comfortable wins.



Andy and Rebecca all had fairly comfortable wins.

Clive's Thunderbolt had a bye in Round Two, Andy and Rebecca racing to see who would face him in the Semi Final. Andy's Malcolm Durham tribute car put in another solid run, but Rebecca's AMX was slow - giving Andy an easy win by 0.262 seconds. Doug had another scare against Iain - a woeful start followed by a rapid last few feet, Ford beating Chevy by a mere 0.011 of a second. That put Doug straight through to the final.

Andy needed a mishap for Clive in their Semi, but both cars performed with typically solid runs - Clive winning by 0.086 with a 0.698 second pass to put him through to another final.

If Andy's Dodge is a known quantity, Doug's Ford Coupe is anything but. Doug delighted the crowd by producing a particular tidy run for the final. Yes, Clive got away strongly, but it was a decent start for the Ford. However, the top-end speed of Clive's Thunderbolt is nothing to be sniffed at. Despite narrowing the gap a little and clocking 9.102 mph through the speed trap, Doug could not catch up. The winning margin was 0.072 seconds.

Round One	Round Two	Round Three	Final
Clive 0.703			
WM= 0.220	Clive 0.696		
		Clive 0.698	
		WM= 0.086	Clive 0.707
Andy 0.774			
WM= 0.125	Andy 0.765		
David 0.907		Andy 0.770	
	WM= 0.262		
Rebecca 0.866			
WM=0.173	Rebecca 1.014		
Gareth 1.053			
			WM= 0.072
Doug 0.952			Clive
WM= 0.056	Doug 0.804		
Noah 1.021		Doug 0.821	
	WM= 0.011		
Alan 0.826			
WM= 0.012	Iain 0.855		
Iain 0.819			
			Doug 0.773



Despite clocking 9.102 mph through the speed trap, Doug couldn't catch Clive.



Top Speed
Doug - 9.102 mph



MICRO SCALEXTRIC STREET STOCK



Just like last month, we had a 23-car field in Street Stock - giving us four rounds and a final. Top qualifier Alan had a bye in the first round and the smaller second half of the ladder would get a bye in the semis.

With the top sixteen all dipping under 0.700 seconds in qualifying, Round One was bound to throw up some surprises. Terry (thirteenth qualifier) beat Louise (12) and Noah (15) beat Rebecca (10). However, some big shocks came when Doug (18) beat Andy Phillips (7), Leo (16) beat Andy Player (9), Pete (17) beat Jason (8) and Gareth (20) sensationally knocked-out last month's finalist Dylan (5). David and Jerome had a dead heat, with David winning the re-run.

Round Two started with what looked like a routine run for Alan. However, the Audi R8 bogged down horribly after the start and remained sluggish. Terry managed his quickest run so far, his 0.679 just enough to beat Alan to the line by a mere 0.007 of a second - and leave the crowd utterly gob-smacked. Iain's Porsche beat Doug by the same margin, with Jane comfortably through against Noah, clocking a 0.622 - the fastest time of the first two rounds. Clive's Audi R8 registered a 0.627, beating Leo by 0.099 seconds.

In the bottom half of the ladder, Laura beat David by 0.031 seconds in the battle of the DBR9s, the winning ET 0.649. In the final race of the round, Gareth pipped WHO club mate Pete by another 0.007 second margin. That means Gareth would face Laura for a place in the Final.



With Alan eliminated, everything was up for grabs in Round Three. Iain held off Terry by 0.006 seconds to book his place in the next round. The two cars were neck-and-neck down the strip.

The next race was even closer - and faster. Jane and Clive were both timed at 0.612, but Clive's quicker reaction time gave him a win by 0.004 of a second. Last month's winner was out.

The final third round race was between second qualifier Laura and twentieth qualifier Gareth - whose car has really come alive today! The DBS put in its quickest ET of the event, but fell short by just 0.005 seconds. That puts Laura straight into the final.

Who would meet Laura in the final? Fourth qualifier Clive was certainly the favourite, but Iain had battled his way this far. Iain's Porsche set its best time of the event - a 0.646 - but Clive's Audi put in another very rapid run to win by 0.027 of a second. It was going to be a fascinating final round...



MICRO SCALEXTRIC STREET STOCK

Round One	Round Two	Round Three	Round Four	Final
Alan 0.626				
	Alan 0.690			
	WM= 0.007	Terry 0.679		
Louise 0.725				
WM= 0.047	Terry 0.679			
Terry 0.680				
		WM= 0.006	Iain 0.646	
Iain 0.687				
WM= 0.058	Iain 0.696			
Dylan P 0.740				
	WM= 0.007	Iain 0.673		
Andy Phi 0.733				
WM= 0.027	Doug 0.700			
Doug 0.706				
			WM= 0.027	Clive 0.652
Jane 0.631				
WM= 0.153	Jane 0.622			
Natasha 0.782				
	WM= 0.066	Jane 0.612		
Rebecca 0.716				
WM= 0.011	Noah 0.690			
Noah 0.702				
		WM= 0.004	Clive 0.620	WM= 0.037
Clive 0.634				
WM= 0.101	Clive 0.627			
Jeremy 0.734				
	WM= 0.099	Clive 0.612		
Andy Pla 0.757				
WM= 0.038	Leo 0.730			
Leo 0.724				
				Laura 0.621
Laura 0.643				
WM= 0.180	Laura 0.649			
Rosie 0.821				
	WM= 0.031	Laura 0.648		
David 0.704				
WM= 0.015	David 0.688			
Jerome 0.715				
		WM= 0.005	Laura	
Dylan W 0.676				
WM= 0.019	Gareth 0.686			
Gareth 0.660				
	WM= 0.007	Gareth 0.654		
Jason 0.699				
WM= 0.005	Pete 0.697			
Pete 0.695				



Although still reeling from Alan's early elimination, we still had two very quick cars in the Final. Looking at today's times, Clive's Audi R8 lined up as the favourite. However, Laura's DBR9 managed an almost perfect run from start to finish and Clive didn't. Behind from the start, there was nothing he could do to claw back the gap. The winning margin was 0.027 seconds, Laura running a 0.621 - her best of the event - and Clive a 0.652.

Huge congratulations to Laura - a third different Street Stock winner in three races.

Laura 0.621

Top Speed
Clive - 8.388 mph



YouTube Video clips can be viewed on the andycaen YouTube channel

MATCH RACING & EXHIBITION RUNS

The August Nostalgia Funny Car match-racing featured four Auto World 'Legends of the Quarter Mile' 4-Gear cars. Clive stepped up to challenge David's victorious King Fish 'Cuda and last month's runners-up - Rebecca and Doug - were looking for some success.

The first runs took place after qualifying on Tuesday evening, David beat Clive by 0.150 of a second, the ET for the 'Cuda 0.863 and the King Cobra Mustang 1.017. Rebecca's Bounty Huntress Mustang managed a 0.813, beating Doug's Blue Max Mustang by 0.134 - Doug turning a 0.945.

Both Clive and Doug have the opportunity to level their matches in round two after the Micro Scalextric Super Stock eliminators on Wednesday. Clive didn't manage it - a 0.888 for David and a 0.936 for Clive saw the King Fish 'Cuda win by 0.046 at the end of the strip. Closer than the first run, but not close enough. 2-0 to David.

Our only chance of some third round action was for Doug to beat Rebecca. This he duly did - by a mere 0.005 of a second. The Blue Max Mustang found a 0.837 from somewhere, but it was the reaction time that won it - Rebecca's Bounty Huntress Mustang clocked 0.832. Doug got the hole shot win.

Tied at 1-1 the match was decided after the T-Jet elimination race. From the start, it was neck-and-neck between the two Fords... at least until the half way mark. Then the Shirley Muldowney car pulled out a small gap - Rebecca taking the win by 0.042. Her ET was 0.837 and Doug's 0.874. Rebecca won the match 2-1 and will most likely step up to face David next month.



There was a good mix of Nostalgia and modern NHRA 4-Gear cars this month



The two modern NHRA matches saw two Top Fuelers, a Funny Car and a Pro Stocker. On Tuesday evening, Alan's new Jason Line Summit Pro Stock clocked 0.904 against Jerome in the JR Todd DHL Funny car. A 1.051 for Jerome saw him lose by 0.148 seconds.

The Top Fuel battle was much closer - Dylan beating Noah by 0.030 seconds. Dylan's Alanabi dragster stopped the clock at 0.781, against Noah's 0.811 in the Optima Top Fueler.

Rebecca and Andy ran three exhibition runs with Micro Scalextric cars powered by 6 ohm Tomy Mabuchi motors. Some quick times and the ability to stop in the small shutdown make these a potential evolution for the Super Stock class.

Both cars ran under 0.500 seconds and topped 11.50 mph in the speed trap. The fastest ET was a 0.472 by the green Pioneer Nissan.

The NHRA cars were back on Wednesday evening. It was another close-run thing between Noah and Dylan. Noah needed to square the match, but missed out by 0.031 of a second, Dylan clocking a 0.768 and Noah a 0.804. That wrapped up the match 2-0.

Pete had stepped into the JR Todd NHRA Funny Car to see if he could level the match against Alan's NHRA Pro Stocker. He couldn't - Alan went faster than last night with a 0.870 to win by 0.148 seconds. Another two to zero victory in the match.

There will be plenty of opportunity for the losers to get their revenge next month.

Micro Scalextric cars with 6 ohm motors did some very rapid exhibition runs - a 0.472 being the quickest



LEGENDS OF THE QUARTER MILE

#3 Don Prudhomme

- 4 NHRA Funny Car championships
- 35 NHRA Funny Car titles
- 14 NHRA Top Fuel titles
- First Funny Car driver to go 250 mph

Looking back at his youth, Don Prudhomme says "I was kind of a punk. I just liked cars." Little did he know, he'd go on to be a legend of drag racing.

Raised by parents who'd fled the rural poverty and racism of Louisiana, Don found himself working in a California paint shop and building street rods in his spare time. Prudhomme crewed for top drivers like Tommy Ivo - going on the road with him in 1960.

By 1962, Prudhomme was ready to try racing. Not having the wealth or income to go it alone, he would team up with others who did.

It was with the Greer-Black-Prudhomme dragster that Don really started making his name as a driver. 1963 and 64 saw an incredible 230 wins and just 7 losses. Keith Black's reputation also grew - he'd become one of the top engine builders and revolutionised clutch design.

In 1965, Prudhomme and Black teamed up with rich car owner Roland Leong to race his Hawaiian dragster. The first racer to win the NHRA Winternationals and US Nationals in the same year, Prudhomme was now firmly in the big league.

Don's development continued and his reputation as a highly-focused and intimidating racer grew as he picked up more wins and more titles.

It was a switch to Funny Cars in 1970 that created the legend of 'The Snake'. The nickname was earned early in his career to honour lightning-quick reflexes on the start line. It was soon to be a household name.

In 1970, Funny Cars were capturing the imagination of the public. Toy car brand Hot Wheels decided to sponsor Prudhomme's 'Cuda and rival Tom McEwan's Plymouth Duster. The Snake vs Mongoose road show was born.

Soon, pretty much every toy box across North America - and beyond - had a yellow 'The Snake' diecast in it. The money from the deal gave Prudhomme something he and his family had only ever dreamed of - financial security.

Prudhomme did not rest on his laurels. From 1975-79 he picked up four consecutive Funny Car points championships. After retiring from driving in 1994, he'd go on to win 63 NHRA races and two NHRA Top Fuel points championships as a team owner.

Now 79 years old, Prudhomme remain a true icon of drag racing.



Don Prudhomme was voted #3 in the NHRA 50th anniversary all-time list

Prudhomme's first NHRA title - the 1965 Winter Nationals. Pictured with Keith Black and Roland Leong in front of the Hawaiian dragster.



Prudhomme's life changed in 1970 when he went Funny Car racing. With Mattel Hot Wheels sponsorship and the legendary Snake vs Mongoose rivalry, drag racing went mainstream.



A second NHRA Funny Car points championship and 7 out of 8 race wins made 1976 a very special year for Don Prudhomme and his US Army sponsored Monza Funny Car



SANTA POD - UK DRAG RACING

Probably the best-known drag strip outside of North America, Santa Pod is the home of UK and European drag racing.

Located in a corner of northwest Bedfordshire, the 'Pod' is a former RAF and USAAF wartime airbase that began its conversion to a drag strip in 1964. The first event took place over Easter weekend in 1966, using the main concrete runway of the old airfield.

The first part of the name comes from the Santa Ana Drags - the first organised drag races in the US. The 'Pod' comes from the nearby village of Podington, which was also the name of the airbase.

Racing at Santa Pod was organised by the British Drag Racing Association, founded in 1964 by car maker Sydney Allard. With the help of the NHRA's Wally Parks and Mickey Thompson of LA's Lions Drag Strip, the BDRA developed a year-long programme of racing that was influenced by North American drag racing, but suited the local circumstances of UK hot rod enthusiasts.

The schedule at Santa Pod has always catered for grassroots racers, with 'Run-What-You-Brung' events as well as themed weekend festivals for various makes or types of street car.

Right from the start, there have also been the sort of hot rods, dragsters, Funny Cars and novelty acts that wouldn't have been out of place at any big American drag racing event.

American rocket car driver Sammy Miller was a massive fan favourite at the newly-asphalted Santa Pod strip in the 1970s and 80s. His rocket-powered 'Vanishing Point' Vega Funny Car made the first 300+ mph pass anywhere in Europe in July 1979. Miller's hydrogen peroxide-fueled rocket dragster 'Oxygen' made its debut at Santa Pod in 1981 and in 1984 ran a 3.58 second quarter mile - still the fastest drag strip ET ever recorded anywhere on the planet.

Santa Pod is also the hub of the European drag racing scene. In 1997, the FIA sanctioned the European Drag Racing Championship, based on NHRA rules. The series starts and finishes at Santa Pod, visiting Sweden, Finland and Germany in between. Four categories are run: Top Fuel Dragster, Pro Stock, Pro Mod and a combined Top Methanol Dragster & Funny Car class.

National championships and some fabulous Nostalgia events are also highlights of the year at Santa Pod. However, it's the mix of simple grassroots racing, fan festivals and the spectacular sights and sounds of the really fast stuff that has made The Pod such a success over the past 54 years.

Although 2020 will be a low-key year, there are still events to visit and to view live on the SantaPodTV YouTube channel.



SEPTEMBER 2020 EVENT PREVIEW



Event #4
Brighton Speed Trials
1 & 2 Sept

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

There are two races in September - one at the beginning and then the Summer Series Finale at the end. The core classes for both events will be the same as before: Micro Scalextric Street Stock, Micro Scalextric Super Stock and T-Jet Nostalgia Super Stock.

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 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 be cars flying in from America for these two September races. The Nitro Slots community (see below) 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.

Racing will continue with a second five-race Winter Series, starting in November and running through to March. The provisional dates are on page 3 - and keep an eye out for a few changes to the racing classes and rules.

Schedule

Entries open: Sunday 16 August

Last arrivals by hand: Saturday 29 August

Last arrivals by mail: Monday 31 August

Qualifying: 1 September, results posted 8pm at SlotRacer Online

Racing: Wednesday 2 September, coverage 6-10pm at SlotRacer Online

Full results and report published: Friday 4 September 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 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



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

Jadlam Toys & Models Micro Scalextric Street Stock

Name	10 June	8 July	12 Aug	2 Sept	30 Sept	Total
Alan	121	94	76			291
Jane	55	131	84			270
Clive	62	85	105			252
Terry	82	80	74			236
Dylan W (J)	65	104	62			231
Rebecca	93	69	57			219
Noah (J)	80	57	62			199
Gareth	73	55	70			198
Leo	51	83	61			195
Pete	54	71	60			185
David	59	58	66			183
Dylan P (J)	68	64	50			182
Doug	56	66	60			182
Andy Pla	57	62	58			177
Jeremy	74	50	50			174
Jerome (J)	53	53	53			159
Iain	0	50	91			141
Laura	0	0	130			130
Andy Phi	0	61	60			121
Jason	0	50	59			109
Louise	0	50	55			105
Rosie (J)	0	50	50			100
Sarah	0	50	0			50
Beth (J)	0	50	0			50
Natasha (J)	0	0	50			50

Jadlam Toys & Models Micro Scalextric Super Stock

Name	10 June	8 July	12 Aug	2 Sept	30 Sept	Total
Andy Pla	75	119	97			291
Rebecca	119	76	74			269
Alan	76	75	118			269
Clive	94	61	62			217
Leo	60	95	60			215
Iain	0	60	76			136
Andy Phi	0	62	61			123
Rob	63	0	0			63
Terry	61	0	0			61

Jadlam Toys & Models T-Jet Nostalgia Super Stock

Name	10 June	8 July	12 Aug	2 Sept	30 Sept	Total
Clive	118	121	121			360
Andy Pla	96	85	84			265
Rebecca	75	96	73			244
Doug	62	72	97			231
Alan	76	73	62			211
Gareth	61	61	60			182
Noah (J)	59	60	58			177
Dylan P (J)	60	59	57			176
David	0	58	59			117
Iain	0	0	71			71



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

