



SOUTH COAST HO DRAGSTER

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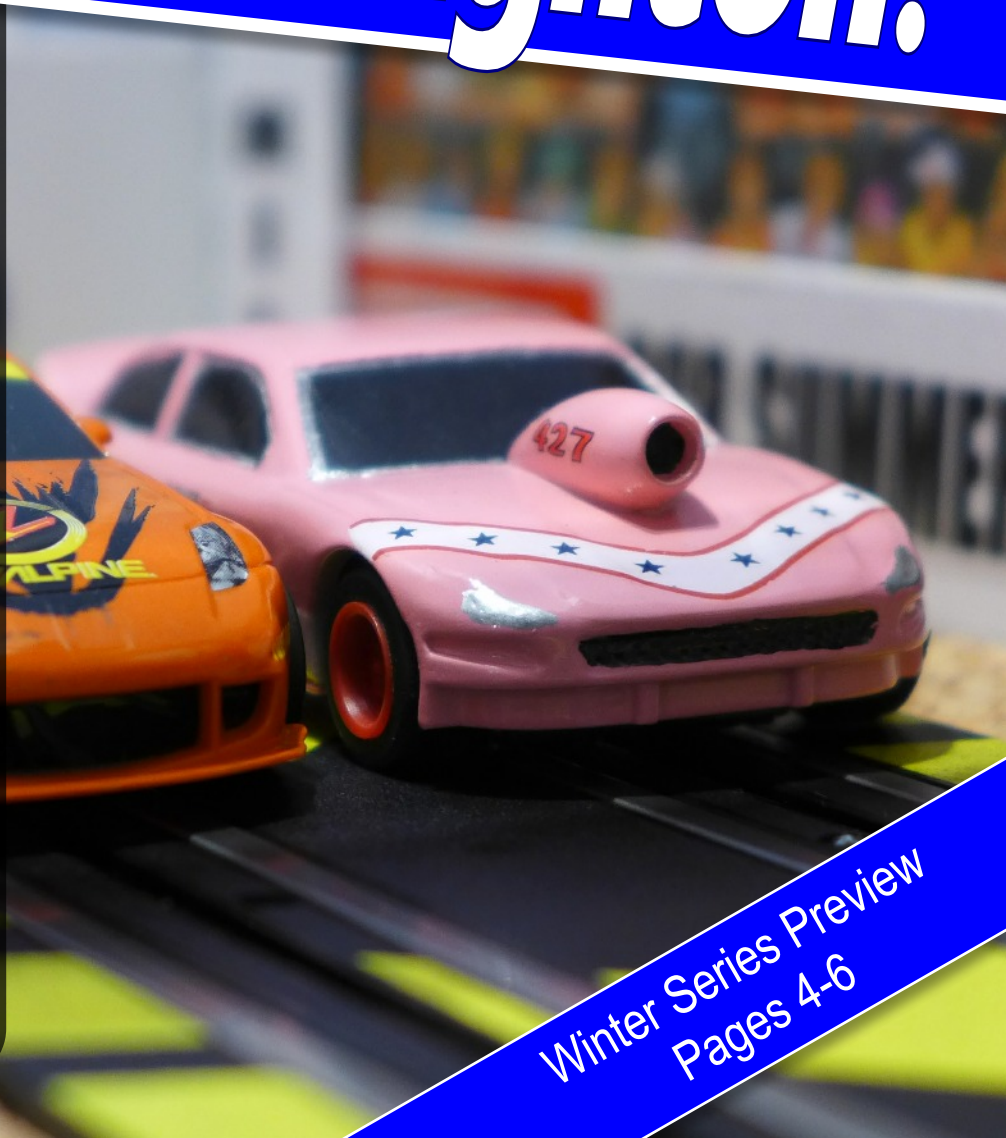


Rumble in Brighton!

There was some sensational action at the fourth race of our Summer Series

Inside:

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- Results
- Report
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- Hot Rod History
- Brighton Speed Trials
- Series Finale Preview
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- Championship Tables



Winter Series Preview
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RCR SUMMER SERIES NEWS

At the start of the year, I don't think any of us expected to be taking part in a UK proxy drag racing series. Four races in, our socially-distant events have been a lot of fun - and a welcome distraction from some pretty awful times.

This month, our merry band of British HO drag racers has been joined by four entrants from across the Atlantic. The inspiration for our series comes from the US Nitro Slots community, so it is a real honour to have Dave, Bill, Hank and Al taking part in our UK series.

Although we still have the climax of the Summer competition to enjoy, it's time to get ready for Winter and a second five-race series, starting in November. The next three pages of the fanzine are devoted to explaining how our HO drag racing will develop over the next six months. I hope you like the plans.

Normally on the first Saturday of September, I get up early to help out at the Brighton Speed Trials. Not this year. Instead, I've had to make do with our 1/64 scale drag racing. Despite that, it's only right this edition of South Coast HO Dragster has a strong Speed Trials theme.

Take care and have fun!

Andy



There's a four-page report from our socially-distant HO drag racing in the September issue of Slot Car Magazine.

The mag is available from Pendle Slot Racing for £4.50 and also as an ebook for £1.20. You might just see one of your cars in print!

The Brighton National Speed Trials is arguably the oldest motor racing event still running - anywhere in the world. We take a look at the history on page fifteen.

Along with the vintage London to Brighton run, the Speed Trials are the highlight of a busy schedule of car and bike events centred on the historic Madeira Drive - mostly organised and run by enthusiastic volunteers.

That schedule has been disrupted in 2020 by the coronavirus pandemic and there is some anxiety as to whether these events are under more permanent threat.

The guardians of the Speed Trials are the members and committee of Brighton and Hove Motor Club. You might want to take a look at the club's website, see what they do and consider joining.

To tempt you, we've included some Speed Trials goodies in the return boxes this time!

The Brighton and Hove Motor Club website is:
www.brightonandhovemotorclub.co.uk

South Coast HO Dragster has been given its own shelf in the SlotRacer Online Library - where you'll be able to read all the issues of the fanzine as images in your web browser.

The SlotRacer Online Library is here:
slotracer.online/library

A pdf copy will still be available on each event thread to download and save for posterity.

WINTER IS COMING

Winter Series Format

NHRA: Nov 17-18 & Jan 12-13
Street Stock, Super Stock 6.0,
NHRA 4-Gear, NHRA Top Fuel

Nostalgia: Dec 8-9 & Feb 9-10
Street Stock, Nostalgia T-Jet,
Nostalgia 4-Gear Funny Car,
Nostalgia Micro Scalextric 2019

Finale: March 9-10-11 - all classes

After all the fun we've had during the Summer Series, it makes perfect sense to carry on into a Winter Series - another five races running from November through to March 2021.

It is unlikely that racing at the Barn will resume properly until next Spring, so there is a dual purpose of keeping the club active and developing a UK proxy drag race series that will continue after everything is back to normal. The drag races will remain monthly for now.

The new format

We started UK HO proxy drag racing with three core classes - Micro Scalextric Street Stock, Micro Scalextric Super Stock and Nostalgia T-Jet Super Stock - plus some 4-Gear match racing.

It is time to expand the classes a little and make a few tweaks.

The five events will be divided into two themes - NHRA and Nostalgia - each running at two events and rounding off the series with a three-day finale featuring both themes and all the classes. The dates and themes are in the box, top right.

Rest assured, Micro Scalextric Street Stock will remain the centrepiece of all five events.

NHRA-themed events

The NHRA-themed events will include an evolution of our Micro Scalextric Super Stock class. Cars are now fitted with a 6-ohm Tomy can motor. We'll call this 'Micro Scalextric Super Stock 6.0'.

The 4-Gear NHRA Funny Cars, Pro Stockers and Pro Mods will get their own elimination racing format. The Top Fuelers will continue as a match race competition - with a ladder competition at the series finale in March.

Nostalgia-themed events

Nostalgia events keep the popular Micro Scalextric Street Stock race - the Nostalgia theme breaks out with the support classes.

We define 'Nostalgia' as pre-1979 style body shells. The T-Jet class is tweaked to bring it in line with the Nitro Slots Pancake Stock rules. The 4-Gear 'Legends' Funny Cars now get their own elimination competition. And there's a new Nostalgia Micro Scalextric class that will start as a match racing format, with a ladder format showdown in March.



WINTER SERIES PREVIEW - MICRO

Micro Scalextric Street Stock

This has been a huge success over the summer - a cheap and easy way of joining in the HO drag racing fun. The only changes to the regulations are a couple of clarifications.

First, not all chassis were manufactured with the capacitor and resistors on the front of the motor - so you may keep them or remove them. They make next to no difference in performance.

The second is to change the minimum specified ohmage to 10 ohms - this covers all standard Micro Scalextric motors and differentiates the class from Super Stock.

The top cars have mostly been the recent chassis with translucent gears. They have also felt nice and loose. Running in the motor and the gears will always help. There are tuning tips in the July edition of the fanzine.



Keep the fabulous reliveries coming! Alan showed us how to make simple decals on a home inkjet printer in the August issue.

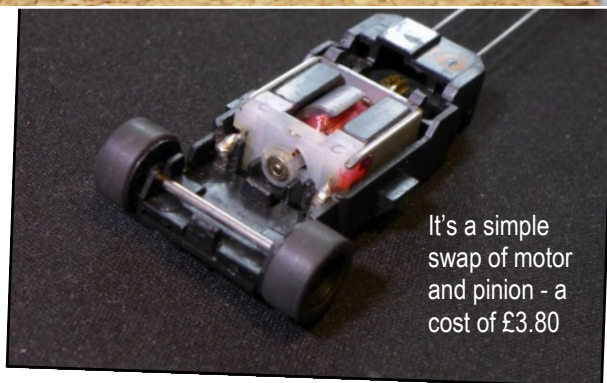
Micro Scalextric Super Stock 6.0

Super Stock has been exciting and we've seen plenty of lovely liveries. However, the top Street Stock cars have often gone quicker. The aim of this evolution is to emphasise the 'Super' in Super Stock - getting the cars under 0.500 seconds.

To do this, all we are looking at is a swap of motor to a standard Tomy 6-ohm Mabuchi can (AFX8807 at Slot Cars Direct). It is possible to run with a standard Micro Scalextric rear axle, although an AFX pinion will be required on the motor shaft. The AFX8815 Turbo 7-tooth pinion is a perfect fit.

The motor swap requires de-soldering the original motor and soldering in the new one. If you make a mess of the braid contacts, Alan has provided some replacements. Any minor mishaps with melting the chassis around the front of the motor is acceptable.

Otherwise the rules stay the same - any axles, gears and wheels. You'll find the Tomy motor may drive smaller crown gears better than the Micro one does, but acceleration on the short strip is still as important as top end.



It's a simple swap of motor and pinion - a cost of £3.80

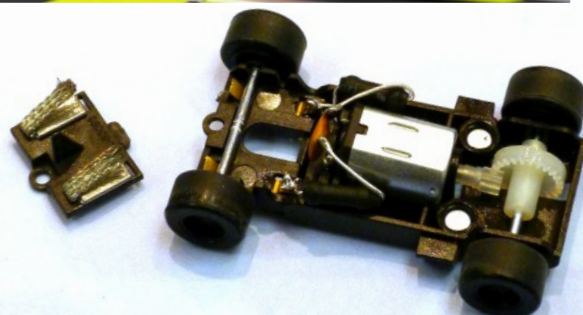
Nostalgia Micro Scalextric 2019

This is an opportunity to use the new 2019 Micro Scalextric chassis, topped with some 1/64 scale Nostalgia bodies of your choice - like Bill's sensational Camaro Pro Mod. They will be quick - an out-of-the-box car clocked 0.468 seconds in an exhibition run this month.

Unless you use the brand new Micro Scalextric Aston Martin DB5 body, some modelling skills will be required. The chassis can be set up with a 1.5 or 1.7-inch wheelbase - giving a wide range of 1/64 scale resin drag racing and hot rod bodies in a pre-1979 style.

For the Winter Series, we are asking that the 2019 Micro Scalextric chassis and components are 100% stock - the exceptions being wheels, tyres and retaining screw. The side tabs may be removed and sticky pads added to aid body-fitment. There's a 0.500" maximum tyre height.

With your Jadrals discount, you can get a new car for £9 and eight spare guides & braids for £3.50.



WINTER SERIES PREVIEW - PANCAKE

Streamlined 'Pancake' rules

We've brought together the regs for all the cars with the vertical 'pancake' motors into one set of rules (see table below), which is based on the Nitro Slots / NTRA Stock Pancake rule set. The only difference is that braid must be fitted to the pick-up shoes. There are maximum tyre heights and minimum weights for each class.

Although entrants can experiment with their pancake builds, the regulations fit the Auto World cars perfectly in terms of armature, motor and traction magnets. They are an excellent starting point.

Nostalgia T-Jet

We've dropped the 'Super Stock' title of this class to acknowledge the vast range of fabulous T-Jet bodies we've seen in the Summer Series. Pre-1979 Stock, Super Stock, Gasser, Hot Rod, A/FX and Pro Stock body shells are all very welcome. Minimum weight is 21g and maximum tyre height 0.490".

Nostalgia 4-Gear Funny Car

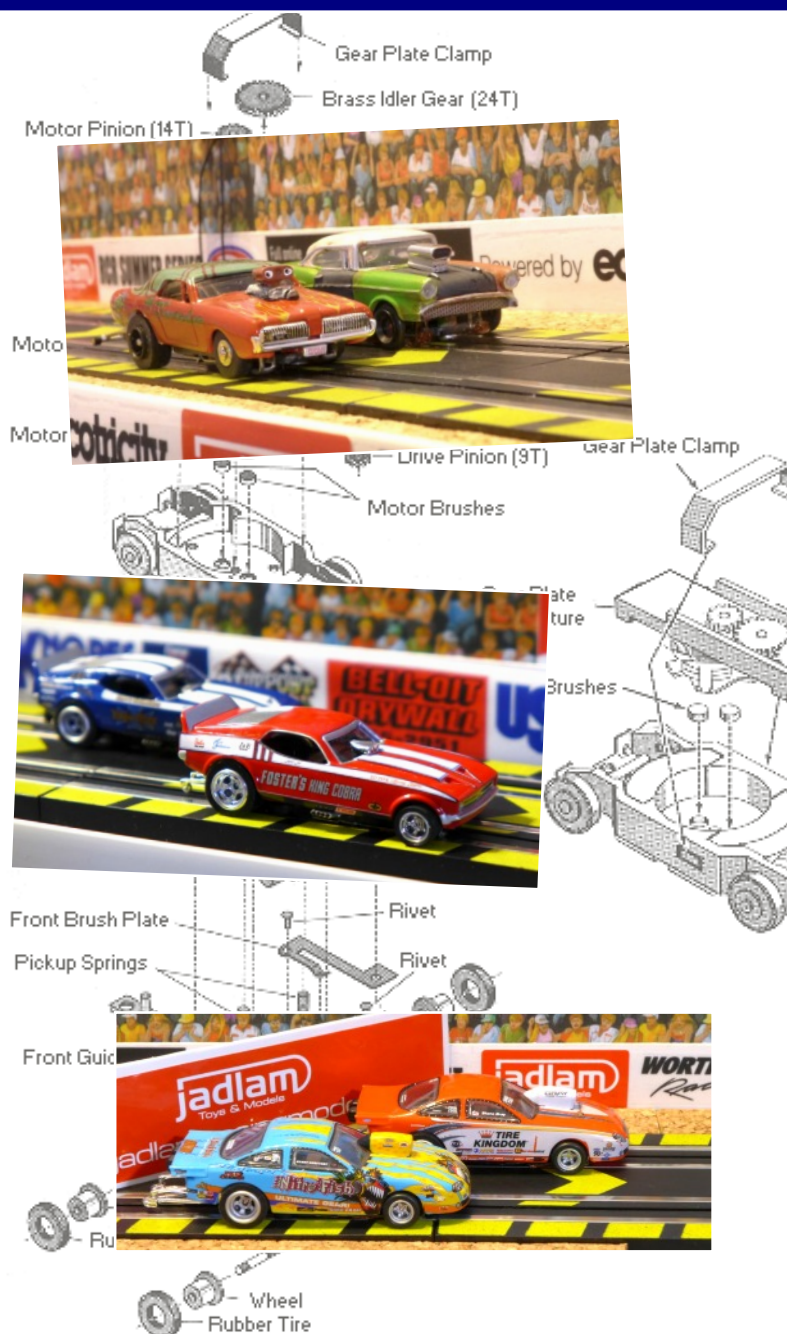
The Auto World 'Legends' Funny Cars have looked great on the strip this summer. Aurora and resin pre-1979 Funny Car bodies will also look nice and there's the option of using an Aurora 4-Gear chassis. Minimum weight 25g and maximum tyre diameter 0.560".

NHRA 4-Gear

Options here are the Auto World 4-Gear NHRA Funny Cars and Pro Stockers or a resin Pro Mod body. Auto World and Aurora 4-Gear chassis are the choices for underneath. Minimum weight is 25g and the maximum tyre diameter 0.560".

NHRA Top Fuel

This is strictly for the Auto World Top Fuel dragsters. Minimum weight is 25g and there's no maximum tyre height.



Pancake Stock Rules

Electrical	Armature	Motor Magnets	Traction Magnets	Gears & Axles	Wheels & Tyres	Miscellaneous	Wheelie Bars
Stock or stock-type replacement	14 ohm minimum	Ceramic grade only	Permitted	No restrictions	No silicone-coated sponge tyres	No chassis modifications, except removing side tabs for body mounting purposes	Permitted
No shunts	Balancing & polishing permitted	Dash, plus OS3 Red & Blue Dragon allowed	Two maximum		No other restrictions		
Braids must be fitted	No de-winding						

Maximum Tyre Diameters - T-Jet: 0.490" / 4-Gear: 0.560" / Top Fuelers: unrestricted

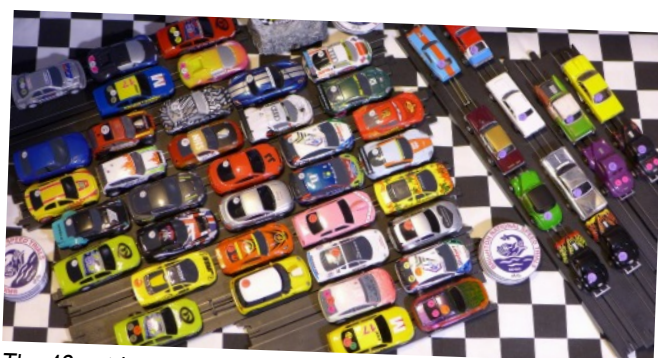
SEPTEMBER 2020 EVENT REPORT

Entrant	Car	Class
Andy Pl	Alfa Romeo 159	MS Street
Andy Pl	Nissan 350Z	MS S/S
Andy Pl	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	Chevy Camaro	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	Mom's Taxi SUV	MS Street
Leo	Dad's Taxi SUV	MS S/S
Jerome	Audi TT	MS Street
Peter	Audi TT	MS Street
Iain	Porsche 911	MS Street
Iain	Jaguar XJ220	MS S/S
Iain	57 Chevy Bel Air	T-Jet S/S
Andy Ph	Team Rally	MS Street
Andy Ph	Mini Cooper	MS Street
Gareth	Aston Martin DBS	MS Street
Gareth	Chevy Impala	T-Jet S/S
Dylan W	Lightning GT	MS Street
Al	Bugatti Veyron	MS Street
Al	Nissan 350Z	MS S/S
Al	41 Willys Coupe	T-Jet S/S
Bill	Stock Car	MS Street
Dave	Stock Car	MS Street
Hank	Stock Car	MS Street
Hank	Stock Car	MS S/S

Temperatures were a lot cooler - almost autumnal - for the penultimate race of the Summer Series. There was a record entry - 42 cars in the three core classes, plus fourteen cars ready to do some match racing and three more for exhibition runs.

We were missing a few regular competitors, thanks in part to the Bank Holiday weekend. Hopefully they'll be back on the start line for the series finale. However, after delays in the post, we did have a gaggle of lovely-looking cars from across the Atlantic.

A big thank you to everyone who took part this month - especially the first-time entrants. And huge congratulations to Leo for winning Best in Show for his cracking 'Dad's Taxi' SUV.



The 42 entries lined up and ready to go!

Best in Show!

Rebecca judged the Dads Taxi SUV to be Best in Show for its humour and panache.

Congratulations Leo!



Match Races

September
2020



Legends Funny Cars:

David vs Rebecca

Doug vs Clive

Nostalgia

Report on page 13

Micro S/S 6.0: Dave vs Andy / Alan vs Rebecca

Top Fuel: Noah vs Dylan / Clive vs Andy

Funny Car Peter & Jerome vs Alan



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.

Jane's Nissan was sensational in Street Stock qualifying, well ahead of the chasing trio, including Americans Hank and Bill. Thirteen of the twenty-two cars beat the 0.700 second mark and there won't be any easy races. Iain again topped Super Stock with his JAGS Jaguar, but it was a close battle behind him. In the T-Jet competition, Alan's Camaro will be worrying Clive...

Micro Scalextric Street Stock Qualifying

Name	Car	ET1	ET2	ET3	Best	#
Jane	Nissan 350Z	634	603	602	602	1
Hank	Stock Car	632	651	660	632	2
Bill	Stock Car	633	651	648	633	3
Clive	Audi R8 LMS	690	656	634	634	4
Laura	Aston Martin DBR9	708	738	671	671	5
Alan	Audi R8 LMS	688	700	672	672	6
Iain	Porsche 911	693	681	677	677	7
Gareth	Aston Martin DBS	712	682	682	682	8*
Al	Bugatti Veyron	735	682	684	682	9
Jerome	Audi TT	721	683	684	683	10
Dylan W	Lightning GT	686	899	724	686	11
Noah	Ford Focus WRC	721	692	695	692	12*
Rebecca	Porsche Boxster	739	696	692	692	13
Dave	Stock Car	741	720	704	704	14
Doug	Lightning McQueen	734	716	706	706	15
Pete	Audi TT	714	707	714	707	16
Andy Ph	Team Rally	714	743	730	714	17
David	Aston Martin DBR9	736	731	734	731	18
Andy Pl	Alfa Romeo 159	824	734	737	734	19
Leo	SUV	770	744	755	744	20
Jeremy	Nissan 350Z	755	766	764	755	21
Dylan P	Ford Focus WRC	781	779	769	769	22

* ahead on fastest second-best time

Top Speed: Hank 8.182 mph

Micro Scalextric Super Stock Qualifying

Name	Car	ET1	ET2	ET3	Best	#
Iain	Jaguar XJ220	657	636	650	636	1
Al	Nissan 350Z	666	670	681	666	2
Alan	Jaguar XJ220	792	668	682	668	3
Rebecca	Nissan 350Z	669	688	694	669	4
Andy Pl	Nissan 350Z	685	689	685	685	5
Clive	Stock Car	727	712	688	688	6
Andy Ph	Mini Cooper	729	748	806	729	7
Hank	Stock Car	736	762	764	736	8
Leo	SUV	779	791	744	744	9

Top Speed: Iain 7.357 mph

Nostalgia Super Stock Qualifying

Name	Car	ET1	ET2	ET3	Best	#
Clive	Ford Thunderbolt	757	709	686	686	1
Alan	Chevy Camaro	748	741	729	729	2
Andy Pl	Dodge 330	781	787	782	781	3
Doug	Ford Coupe	915	795	882	795	4
Rebecca	AMC AMX	845	881	879	845	5
Dylan	Willys Coupe	990	1001	860	860	6
Gareth	Chevy Impala	935	919	874	874	7
Iain	Chevy Bel Air	936	875	877	875	8
Al	Willys Coupe	962	877	929	877	9
David	Chevy Impala	879	904	929	879	10
Noah	Willys Coupe	1184	1100	x	1100	11

Top Speed: Doug 8.533 mph

T-JET NOSTALGIA SUPER STOCK



The T-Jets were the first cars to race this time. Eleven cars made it the biggest entry so far and qualifying had seen ten cars below 0.900 seconds. Maybe it wasn't a surprise that we had a couple of upsets in a close first round...

Top qualifier Clive had a bye and clocked a steady (for him) 0.710. Next up, seventh qualifier Gareth beat sixth qualifier Dylan. Andy (3) only just beat a fast-finishing David (10) by 0.046 seconds, but then Al (9) made the most of a disappointing run from Doug (4) to bag a debut win. Second qualifier Alan was comfortably through against Noah (11) and then Iain (8) beat Rebecca (5) by 0.176 seconds to give us another shock.

The second round was more straightforward - Clive beating Gareth by 0.171 seconds and Andy beating Al by 0.117. Those two winners would meet in the semi-final. In the bottom half of the ladder, Alan and Iain faced each other for an automatic place in the final. The first half of the run was incredibly close - Alan's non-mag Wiz-Jet getting far from perfect traction off the line. However, he picked up the pace and was through the finish line sensors 0.079 seconds ahead of Iain's Chevy.

The customary semi between Clive's Thunderbolt and Andy's Dodge had a familiar outcome - a solid 0.766 for Andy and a rapid 0.696 for Clive. The winning margin was 0.076 seconds. Alan took the option of a free run and clocked an intimidating 0.712 to put some psychological pressure on Clive ahead of their final.

There was certainly a buzz in the crowd and expectations for a close race. Clive got the better start and stretched out a 0.044 gap by the top end of the strip. He needed his fastest run of the day and the fastest speed to get the job done. Congratulations to Clive and the T-Bolt on a fourth win and wrapping up the Summer Series Nostalgia T-Jet championship.

Round One	Round Two	Round Three	Final
Clive 0.710			
	Clive 0.714		
	WM=0.171	Clive 0.696	
Dylan 0.966			
WM= 0.102	Gareth 0.879		
Gareth 0.882			
		WM= 0.076	Clive 0.689
Andy PI 0.774			
WM= 0.046	Andy PI 0.762		
David 0.817			
	WM= 0.117	Andy PI 0.766	
Doug 0.907			
WM=0.067	Al 0.870		
Al 0.863			
			WM= 0.044
Alan 0.738			Clive
WM= 0.285	Alan 0.756		
Noah 1.015			
	WM= 0.079	Alan 0.712	
Rebecca 0.994			
WM= 0.176	Iain 0.845		
Iain 0.826			
			Alan 0.722



Top Speed
Clive - 7.929 mph



Alan ran Clive as close as anyone has so far in the Summer Series. However, Clive took the win and clinched the T-Jet championship.

MICRO SCALEXTRIC SUPER STOCK

Iain had been on the receiving end of some banter overnight - could he overcome the curse of the top qualifier in Super Stock? He had a bye in the first round and watched on as Andy Player scraped past Clive by 0.009 of a second, passing the pink 'Brighton Rocks' on the line.

Al comfortably got past Leo's 'Dads Taxi' by 0.099 seconds and Alan beat Hank by 0.068. The big shock of the first round was a sensational win for Andy Phillips, beating the June winner Rebecca by 0.062 seconds. The Sanditon Motorsport Nissan misfired badly and urgently needs a rebuild.



It was a tough second round for Iain and a very close finish - almost too close to call. The JAGS Jag was away from the line first, but Andy's Nissan was closing in at the line - 0.011 was the difference. Iain was through to the semis. There he'd meet Al, who had a bye. In the bottom half of the ladder, Alan beat Andy Phillips by 0.031, but it was a good run for the Mini - a 0.709 to Alan's 0.682. That put Alan through to the final.

So far, the eliminations had gone to form - we had the top three qualifiers remaining. First and second met to decide who would face Alan in the final. It was another tough race for Iain. The Jag got off the line first, but the chilly Nissan matched it for pace for the entire strip. As they crossed the line, I came on for the right lane - Al had sneaked through 0.008 seconds ahead - also better than Iain's 0.681. The curse of the TQ strikes again.

The final was a tasty Transatlantic showdown and promised to be close - Al and Alan's ETs had been very similar. However, there were gasps from the crowd when Al's Nissan got loose off the line and he was left desperately pedaling to regain traction. Alan's Hot Mustard Jag was gone - a win by 0.065 seconds, his ET 0.663 to Al's 0.723. Disappointment for Al, but he'll be back next time.

Round One	Round Two	Round Three	Final
Iain 0.657			
	Iain 0.670		
	WM= 0.011	Iain 0.681	
Andy PI 0.690			
WM= 0.009	Andy PI 0.675		
Clive 0.703			
		WM= 0.008	AI 0.723
AI 0.678			
WM= 0.099	AI 0.659		
Leo 0.775			
		AI 0.667	
			WM= 0.065
Alan 0.678			
WM= 0.068	Alan 0.682		
Hank 0.751			
	WM= 0.031	Alan 0.626	
Rebecca 0.824			
WM= 0.062	Andy Ph 0.709		
Andy Ph 0.761			
			Alan 0.663



It was a clinical performance by Alan's Hot Mustard Jax.



MICRO SCALEXTRIC STREET STOCK



Qualifying had been close for the 22-car field and some surprises were to be expected in the first round. Top qualifier Jane cruised past Dylan P, but then the shocks started...

Andy Phillips is making a habit of knocking out some big guns - this time it was Alan's Audi. The sixth place qualifier fell to the seventeenth by just 0.001 of a second. Next to go was seventh place qualifier Iain, comfortably beaten by Pete (16). Bill survived unscathed against Leo, but then Noah (13) beat Jerome (10) in a classic midfield battle - the margin 0.018 seconds.

Clive had no problems against Andy Player, but Al (9) was pipped to the post by Dave (14). The bottom end of the ladder was a little calmer - Hank, Laura and Gareth going through, but Rebecca (12) beat Dylan W (11) and Gareth needed a re-run against Doug after a dead heat.

Round Two saw a bye run for Jane and she clocked a 0.630. Then the excitement cranked up again...

Andy Phillips looked to have the better of Pete's Audi TT - it was all a question of whether he could hang on. The crowd held their breath as the Audi closed in and took the finish 0.010 seconds ahead. That was quite a race! Pete was elated, Andy was left gutted.

Bill dispatched Noah by 0.056 seconds, with a rapid 0.658 ET. Clive's Audi was too fast for Dave - winning by 0.045 and an ET of 0.664. Bill and Clive were quicker than Hank, who beat Rebecca by 0.036 and Laura, who beat Gareth by 0.032 seconds. The remaining six racers were all in with a chance, although Pete was definitely the outsider.



Round Three started with a comfortable win for Jane, beating Pete by 0.093 seconds, their ETs 0.618 and 0.700 seconds. Jane was back near her scintillating qualifying pace of yesterday.

Bill and Clive served up a classic encounter - side-by-side down the strip, Clive just edging it by 0.012 seconds at the finish line sensors. Clive's ET was 0.639 and Bill's 0.653.

The winner of the race between Hank and Laura would go straight to the final. Second qualifier lined up against fourth qualifier - and our winner last month. This one was all about the start... It was Laura's Aston Martin that got a 0.007 second jump on Hank's stocker and that was the gap right down the strip - the winning margin for Laura 0.011 seconds. Laura's ET was 0.674 and Hank's 0.678.

Who would meet Laura in the final? Clive was hopeful, but Jane's Nissan was just too quick. The winning margin 0.017 - Clive running a 0.642, but Jane's 0.624 was a near perfect pass.

That gives two previous winners in the final, both running hand-me-down machinery. Which one will become a two-time Street Stock winner? We'll find out soon....



MICRO SCALEXTRIC STREET STOCK

Round One	Round Two	Round Three	Round Four	Final
Jane 0.653				
WM= 0.124	Jane 0.630			
Dylan P 0.776		Jane 0.618		
Alan 0.714		WM= 0.093	Jane 0.624	
WM= 0.001	Andy Ph 0.719			
Andy Ph 0.709		Pete 0.700		
	WM= 0.010			
Iain 0.741				
WM= 0.044	Pete 0.697			
Pete 0.693				
			WM= 0.017	Jane 0.627
Bill 0.660				
WM= 0.119	Bill 0.658			
Leo 0.777				
	WM= 0.056	Bill 0.653		
Jerome 0.721				
WM= 0.018	Noah 0.704			
Noah 0.701				
		WM= 0.012	Clive 0.642	WM= 0.048
Clive 0.661				
WM= 0.093	Clive 0.664			
Andy PI 0.753		Clive 0.639		
	WM= 0.045			
Al 0.742				
WM= 0.016	Dave 0.700			
Dave 0.721				
Hank 0.662				
WM= 0.101	Hank 0.679			
Jeremy 0.759		Hank 0.678		
	WM= 0.036			
Dylan W 0.788				
WM= 0.061	Rebecca 0.705			
Rebecca 0.712				
		WM= 0.011	Laura	
Laura 0.688				
WM= 0.043	Laura 0.676			
David 0.726				
	WM= 0.032	Laura 0.674		
Gareth 0.705				
WM= 0.028	Gareth 0.704			
Doug 0.725				



The final was over very quickly. Laura got the slightly better start, but Jane's Nissan powered down the strip in 0.627 seconds. Laura's Aston simply couldn't match that pace. Her ET was 0.677 and the winning margin a clear 0.048 seconds.

Congratulations to Jane on her second Street Stock victory - one with the Veyron and now one with the Nissan.

Laura 0.677



YouTube

Video clips can be viewed on the andycaen YouTube channel

MATCH RACING & EXHIBITION RUNS

The Nostalgia Funny Car match races saw Rebecca step up to challenge David's unbeaten King Fish 'Cuda. Clive and Doug went head-to-head to be the challenger at the next event.

The first runs took place after qualifying on Tuesday evening. David was beaten by Rebecca's Bounty Huntress Mustang - the winning margin 0.058 of a second, the ET for the 'Cuda 0.916 and the Mustang 0.857. Clive's Candies & Hughes 'Cuda went quicker at 0.827 in beating Doug's Blue Max Mustang by 0.506.

After the Nostalgia T-Jet eliminators on Wednesday, David beat Rebecca by 0.073 to square their match - a 0.872 for David and a 0.947 for Rebecca. Clive wrapped up a 2-0 match win by beating Doug - a very rapid 0.803 for the 'Cuda and 1.008 for the Mustang.

The decider between David and Rebecca was a cracker. The Shirley Muldowney Mustang was away just a little quicker, but it was neck and neck between the two cars. The King Fish 'Cuda just couldn't match the Bounty Huntress' pace over the final foot and Rebecca took the win by 0.015, plus the match two to one. An exciting race, but not quick - a 0.949 to 0.964.

Also in the Nostalgia theme, were two sensational cars making exhibition runs on Wednesday. First was Clive's hot pancake Austin A40 - running 0.595 and 0.589 and 9.615 mph.

Bill's Pro Mod Camaro looked fabulous and the 3-ohm Micro Scalextric chassis propelled the car to a 0.411 and a 0.408, clocking 11.364 mph through the speed trap both times.

Possibly too quick, but the Pro Mod 4-Gear body is an ideal fit for the Micro chassis - including the new 9-volt version with the N20 mini can motor. Rose debuted a 'My First Scalextric' car with at 0.469 and a 0.468 and 10.552 mph. Ditch the body and use a 4-Gear resin body... and we have a new Nostalgia class.



There were some fabulous cars on show for the match racing and exhibition runs



New Micro Chassis + 4-Gear body = new Nostalgia class



The NHRA match racing was good looking and great fun!



Four 6-ohm Micro Scalextric cars gave us very fast times



There were three modern NHRA matches this time, with four Top Fuelers, a Funny Car and a Pro Stocker. On Tuesday evening, Peter took charge of the DHL Funny Car to beat Alan's Summit Pro Stocker by 0.146 seconds. The re-run on Wednesday evening saw the match won 2-0, with Jerome beating Alan by 0.192. The JR Todd Funny Car was on great form this month.

The Top Fuelers didn't get on the track until Wednesday. In the traditional Chesterfield showdown, Noah started with a 0.067 second win over Dylan. Clive debuted his Antron Brown Matco Tools Top Fueler against Andy's FRAM dragster. Clive took round one by 0.023 seconds - 0.746 to 0.763.

Between the T-Jet and Super Stock eliminators, Noah completed a 2-0 match win, his Optima dragster beating Dylan's Alanabi dragster by exactly the same margin as before - 0.067 seconds. Andy levelled his match, beating Clive by 0.056 - 0.746 to 0.813.

The deciding round was a humdinger - Clive getting off the line well, but Andy chasing him down - they crossed the line together, Clive awarded a 0.001 second holeshot win and taking the match 2-1. Clive's ET was 0.750 and Andy's 0.743. Next time, the Top Fuelers will have an elimination race.

Four experimental Micro Scalextric cars with 6-ohm Tomy motors entertained the crowds on Tuesday evening with some match racing. Dave's Tennessee Special beat Andy's 'Need for Speed' Nissan by 0.025 seconds in the first round, 0.523 to 0.534. Rebecca's green Nissan went even quicker against Alan's Ferrari - her ET was 0.484 and margin of victory 0.145 seconds.

Returning on Wednesday evening, Dave closed out a 2-0 match win by beating Andy by 0.058 seconds - 0.496 to 0.511. Alan got into the 0.500s clocking 0.591, but was no match for Rebecca's 0.494 and a winning margin of 0.080 - another 2-0 match.

LEGENDS OF THE QUARTER MILE

#2 John Force

- 16 NHRA Funny Car championships
- 151 NHRA Funny Car titles
- 160 top qualifications
- First sub-5 second Funny Car ¼ mile

In forty-eight seasons racing Funny Cars, John Force has set records that will never be broken, earned more money than he'll ever spend and thrust NHRA drag racing into the mainstream.

Born into poverty in the outskirts of Los Angeles, Force's first home was a trailer his father towed from job to job along the West Coast. Wages from seasonal fruit picking and logging were barely enough to feed the family of eight.

John had childhood polio and his education was hampered by frequent changes of school. However - even from an early age - he had dreams of becoming a drag racer.

Force grabbed every opportunity to get involved - helping out, bumming a ride and making his mark during a short stay in Australia. Back in California, he drove on the local Funny Car scene, always low-budget, but he was living the dream.

He impressed in his first forays into NHRA racing - with three finals appearances from his seven starts across 1978 and 1979. He clinched the last AHRA Funny Car championship in 1984.

John Force's world was transformed in 1986. Castrol GTX sponsorship provided a budget that gave him the machinery his talent deserved. A first NHRA win came in 1987 - followed by four more over the next three years.

In 1990, Force was joined by crew chief Austin Coil. They formed a phenomenal partnership - winning twelve NHRA championships in 13 years. Four more championships were added in 2004, 2006, 2010 and 2013.

Force is also a successful team owner with 21 NHRA championships. Son-in-law Robert Hight has helped out with three Funny Car championships and daughter Brittany Force won Top Fuel in 2017.

Along with his incredible successes on the track, John Force is a firm fan favourite, broadening the NHRA fan base through regular appearances in all forms of print and broadcast media - including a reality TV show - 'Driving Force' - that ran for two series in 2006 and 2007.

Force notched up 151 NHRA career wins last year, but he and his team are sitting out the heavily disrupted 2020 season. He pledges to be back "stronger than ever" in 2021. Will that mean more wins or even another championship?



John Force was voted #2 in the NHRA 50th anniversary all-time list

Force has raced Funny Cars since 1971, aged 21.

Right: lined up against Don Prudhomme at Orange County International Raceway in 1979.

Below right: with wife and daughters after a win at Pomona in 1988.



At 71 years old, Force is still active as a racer and team owner. He is head of a dynasty that has seen daughters Ashley, Brittany and Courtney race at the highest level.



Force said "NHRA is the reason I didn't watch my kids grow up. I was always on the road... But the minute they got old enough, when they started racing, I got them back."



In 2018 (above right), Brittany and Robert Hight were reigning NHRA champions, part of John Force Racing - alongside Courtney and John, who are pictured on the start line in 2019.



THE BRIGHTON SPEED TRIALS

Way back in the early 1900s, local businessman Harry Preston persuaded Brighton Town Corporation to pave a stretch of seafront path between Black Rock (now site of the Marina) and the town centre.

This tarmac road hosted 'Brighton Motor Week' in July 1905 - with over 400 cars and motorbikes timed over one-mile and one-kilometre courses. Three world records were broken.

Squabbles between local rate-payers and the council meant that eighteen years passed before a second event was held, in 1923. Again, huge numbers of competitors and spectators took part. Sadly, it was another false start - racing on public roads was banned two years later.

In 1932, motor sport returned to Madeira Drive by exploiting a loophole in the law - the road was owned by the Town Corporation and not subject to the ban. Brighton & Hove Motor Club brought the National Speed Trials back to Brighton. And so began the annual event that is loved by motor sport fans and still aggravates some local residents.

Malcolm Campbell set a new car record at that 1932 event - and he is one of many British racing legends who have appeared at the Brighton Speed Trials. Motor Sport magazine once described the event as "undoubtedly the most important speed trials on the British calendar."

American hot-rodders Dante Duce and Mickey Thompson brought a couple of dragsters over to Brighton for exhibition runs at the 1963 Speed Trials. Although the 'Dragster Era' was complicated by a poor road surface and the length of the course, US and UK machines entertained the crowds until 1974, when dragsters were banned on safety grounds.

Changes to the event format have reflected concerns over ever-increasing speeds. Pre-war events were run over a half-mile, extended to one kilometre from 1946 and reduced to a quarter mile in 1994. Until 1981, cars ran in pairs, but now run one at a time.

An electric car class was introduced in 2010 and this new technology brings its own unique safety issues. The class hasn't run since a battery caught fire a few years ago.

A hundred and fifteen years after the first race, the Speed Trials maintain their popularity with entrants and spectators - and the early-September date is an important one for the city.

Sanctioned by Motorsport UK, the car competition is organised by the Brighton & Hove Motor Club and the bikes by the Sprint Section of the Vintage Motorcycle Club. There were 275 entrants last year. 2020 will join the list of 'interruptions' to the running of the event, but the Speed Trials will be back in 2021.



Mickey Thompson in the Harvey Aluminium Special, Brighton 1963



The UK's first dragster - the Allard Mk1 Chrysler - returned in 2016



SUMMER SERIES FINALE PREVIEW



Event #5
Summer Series Finale
29-30 Sept
& 1 Oct

DRAG RACES

- Micro Scalextric Street Stock
- Micro Scalextric Super Stock
- Nostalgia T-Jet Super Stock
- Nostalgia Funny Car
- NHRA 4-Gear & Top Fuel

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

The Summer Series Finale promises to be an action-packed three days of racing. The core classes will be the same as before: Micro Scalextric Street Stock, Micro Scalextric Super Stock and T-Jet Nostalgia Super Stock.

In addition, the cars that have been match racing through the Summer Series will have their own elimination competitions - NHRA Top Fuel dragsters, Nostalgia Funny Cars and the NHRA Funny Cars and Pro Stockers. The experimental 6-ohm Micro Scalextric cars will match race again.

Qualification for all six classes will take place on Tuesday, Wednesday will be Micro Scalextric day and Thursday will see the T-Jets and 4-Gears racing.

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 medals for winners of all six elimination races, plus championship prizes and end-of-season goodies.

A second five-race Winter Series starts in November, running through to March. Details are on pages 4 to 6 and the full regulations will appear in South Coast HO Dragster #5.

Schedule

Entries open: Sunday 6 September

Last arrivals by hand: Saturday 26 Sept

Last arrivals by mail: Monday 28 Sept

Qualifying: 29 September, results posted 8pm at SlotRacer Online

Racing 1: Wednesday 30 September, coverage 6-10pm at SlotRacer Online

Racing 2: Thursday 1 October, coverage 6-10pm at SlotRacer Online

Full results & report published: Saturday 3 October in South Coast HO Dragster #5



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. 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



Micro Scalextric Street Stock

	10 June	8 July	12 Aug	2 Sept	30 Sept	Total
Jane	55	131	84	131		401
Alan	121	94	76	61		352
Clive	62	85	105	93		345
Dylan W (J)	65	104	62	56		287
Rebecca	93	69	57	65		284
Gareth	73	55	70	69		267
Noah (J)	80	57	62	64		263
Pete	54	71	60	71		256
Leo	51	83	61	50		245
Terry	82	80	74	0		236
Laura	0	0	130	104		234
Doug	56	66	60	52		234
David	59	58	66	50		233
Dylan P (J)	68	64	50	50		232
Andy Pl	57	62	58	50		227
Jeremy	74	50	50	50		224
Jerome (J)	53	53	53	57		216
Iain	0	50	91	60		201
Andy Ph	0	61	60	60		181
Jason	0	50	59	0		109
Louise	0	50	55	0		105
Rosie (J)	0	50	50	0		100
Hank	0	0	0	85		85
Bill	0	0	0	84		84
Dave	0	0	0	63		63
Al	0	0	0	58		58
Sarah	0	50	0	0		50
Beth (J)	0	50	0	0		50
Natasha (J)	0	0	50	0		50



Micro Scalextric Super Stock

	10 June	8 July	12 Aug	2 Sept	30 Sept	Total
Alan	76	75	118	119		388
Andy Pl	75	119	97	72		363
Rebecca	119	76	74	63		332
Clive	94	61	62	61		278
Leo	60	95	60	58		273
Iain	0	60	76	86		222
Andy Ph	0	62	61	70		193
Al	0	0	0	97		97
Rob	63	0	0	0		63
Terry	61	0	0	0		61
Hank	0	0	0	59		59



T-Jet Nostalgia Super Stock

	10 June	8 July	12 Aug	2 Sept	1 Oct	Total
Clive	118	121	121	121		481
Andy Pl	96	85	84	84		349
Alan	76	73	62	97		308
Rebecca	75	96	73	62		306
Doug	62	72	97	63		294
Gareth	61	61	60	70		252
Dylan P (J)	60	59	57	61		237
Noah (J)	59	60	58	56		233
David	0	58	59	57		174
Iain	0	0	71	69		140
Al	0	0	0	68		68



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

