



# SOUTH COAST HO DRAGSTER

Issue #5  
OCT 2020



## Don't Stop Me Now!

The Summer Series  
Finale was a perfect  
three days of non-stop  
action to finish our first  
season of racing...

Inside:

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- Results
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# RCR SUMMER SERIES NEWS

That's the end of the first proxy drag racing series on the Rock County Eighth Mile. Cars have been posted back to their owners and the paddock area is looking rather bare. I've really enjoyed the past few months - and I get the impression that other people have too.

Thank you to every single person who has taken part - and I echo Leo's words below that although the racing has been very competitive, everyone has entered into the spirit of fun and companionship we value so much at Worthing HO Racing.

I really appreciate the generosity of all those who have sent goodies for the return boxes and supported the series in other ways. Special thanks goes to our two sponsors - Super Tires and Jadlam Toys & Models.

We will be back with a five-race Winter Series in November, which runs through to March. Hopefully the outside world will be looking more positive by the spring, but I'm keen to keep some regular HO proxy drag racing events on the UK slot car calendar. And remember, there's always room to hitch a ride with Clive's and my cars to the Nitro Slots races in America.

## The Tortoise: Best in Series!



One of the many wonderful things about the Summer Series has been the beautiful drag cars produced by our racers. From small details to full-blown repaints, lots of the cars have had that personal touch.

Rebecca and I looked again at the five Best in Show cars and one runner-up to choose our joint favourite.

Congratulations to Alan, for winning Best in Series with The Tortoise. Equal second were two Gassers - Iain's Chevy and Alan's Anglia - with Jane fourth for her lovely Bugatti Veyron.

A big thank you to everyone who took the time to create such amazing cars!



### New Legends cars for Xmas!

Due out next month are three new Auto World Legends of the Quarter Mile 4-Gear Funny Cars - including the Snake and Mongoose cars pictured above. The third car is the white Ramchargers Dodge Funny Car. These will be available from the US - if you want one added to an order, let us know.

“ Firstly, huge thanks to Andy, Rebecca and Rose for the time and effort put in to run this great series. A superb innovation in the UK, which has captured the minds of so many entrants including our cousins from North America.

Secondly, big thanks to all who have participated and entered cars with such good natured competitiveness. This is my first venture into HO/Micro and am pleased to have only been beaten by tenths of a second.

- Leo

Jadlam Toys & Models will be back as title sponsors for the RCR Winter Series. There will be stickers for racers, plus an exclusive discount code on the Jadlam website.

The winner and top junior of the Micro Scalextric Street Stock Championship can also expect a treat.

Don't forget to take a look at the Jadlam website!

**Jadlam**  
Toys & Models

Don't forget that 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 Library is here: [slotracer.online/library](http://slotracer.online/library)

**SlotRacer**  
ONLINE



South Coast HO Dragster October 2020

# SUMMER SERIES FINALE REPORT

Entrant	Car	Class
Andy PI	Alfa Romeo 159	MS Street
Andy PI	Nissan 350Z	MS S/S
Andy PI	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	Ford Anglia	T-Jet S/S
Laura	Aston Martin DBR9	MS Street
Clive	Audi R8 LMS	MS Street
Clive	Ford Thunderbolt	T-Jet S/S
Leo	Mom's Taxi SUV	MS Street
Leo	Dad's Taxi SUV	MS S/S
Jerome	Bugatti Veyron	MS Street
Sue	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



The 61 entries lined up and ready to go!

## Best in Show!



Rebecca judged Alan's fabulous Ford Anglia Gasser to be best in Show. Congratulations Alan!

Entrant	Car	Class
Andy PI	FRAM	Top Fuel
Andy PI	JEGS P/S	NHRA 4G
Andy PI	Pontiac F/C	Nostalgia 4G
Rebecca	Geico	Top Fuel
Rebecca	Castrol GTX F/C	NHRA 4G
Rebecca	Mustang F/C	Nostalgia 4G
Doug	Nitro Fish P/S	NHRA 4G
Doug	Mustang F/C	Nostalgia 4G
David	Tire Kingdom P/S	NHRA 4G
David	Cuda F/C	Nostalgia 4G
Noah	Optima	Top Fuel
Dylan P	Alanabi	Top Fuel
Alan	Toyota	Top Fuel
Alan	Summit P/S	NHRA P/S
Clive	Matco Tools	Top Fuel
Clive	Cuda F/C	Nostalgia 4G
Pete & Jerome	DHL F/C	NHRA 4G
Iain	Auto Club F/C	NHRA 4G

4-GEAR ENTRY LIST



# QUALIFYING SESSION 1



Qualifying took place on Tuesday evening and Wednesday morning this time - the Micro Scalextric and T-Jet cars qualifying in the first session.

As usual, each car made 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 noted.

Jane's Nissan was again top in Street Stock qualifying, ahead of Alan and Bill. Iain topped Super Stock with his JAGS Jaguar, but it was all-change with the T-Jets - Alan's Anglia beating Clive for TQ honours...

Name	Car	ET1	ET2	ET3	Best	#
Jane	Nissan 350Z	623	616	607	607	1
Bill	Stock Car	625	667	658	625	2
Alan	Audi R8 LMS	658	628	643	628	3
Clive	Audi R8 LMS	649	652	654	649	4
Laura	Aston Martin DBR9	658	700	695	658	5
Hank	Stock Car	668	685	675	668	6
Gareth	Aston Martin DBS	694	672	670	670	7
Sue	Audi TT	704	691	688	688	8*
Jerome	Bugatti Veyron	696	693	688	688	9
Rebecca	Porsche Boxster	706	695	700	695	10
Noah	Ford Focus WRC	731	700	719	700	11
Al	Bugatti Veyron	762	709	719	709	12
Dave	Stock Car	757	727	711	711	13
Leo	Dad's Taxi SUV	717	733	728	717	14
Doug	Lightning McQueen	745	728	734	728	15
Andy Ph	Team Rally	753	735	731	731	16*
Dylan W	Lightning GT	792	731	741	731	17
David	Aston Martin DBR9	744	739	732	732	18
Pete	Audi TT	741	743	745	741	19
Iain	Porsche 911	764	762	752	752	20
Andy Pl	Alfa Romeo 159	823	755	776	755	21
Dylan P	Ford Focus WRC	794	759	760	759	22
Jeremy	Nissan 350Z	764	783	777	764	23

\* ahead on fastest second-best time  
Top Speed: Alan 8.388 mph

Name	Car	ET1	ET2	ET3	Best	#
Iain	Jaguar XJ220	656	653	619	619	1
Rebecca	Nissan 350Z	637	664	666	637	2
Alan	Jaguar XJ220	737	658	668	658	3
Andy Pl	Nissan 350Z	691	667	690	667	4
Al	Nissan 350Z	687	683	704	683	5
Andy Ph	Mini Cooper	727	715	731	715	6
Hank	Stock Car	765	765	762	762	7
Leo	Mom's Taxi SUV	782	790	779	779	8

Top Speed: Iain 7.357 mph

Name	Car	ET1	ET2	ET3	Best	#
Alan	Ford Anglia	878	831	687	687	1
Clive	Ford Thunderbolt	876	774	773	773	2
Andy Pl	Dodge 330	790	783	786	783	3
Doug	Ford Coupe	805	942	904	805	4
David	Chevy Impala	836	933	976	836	5
Noah	Wilys Coupe	859	x	863	859	6
Al	Wilys Coupe	873	941	905	873	7
Gareth	Chevy Impala	922	901	891	891	8
Dylan	Wilys Coupe	909	894	919	894	9
Iain	Chevy Bel Air	937	928	941	937	10
Rebecca	AMC AMX	1046	1038	1017	1017	11

Top Speed: Doug 8.533 mph

# QUALIFYING SESSION 2



The remaining three 4-Gear classes qualified on Wednesday morning. Again, each car made 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 noted.

Andy's new Pontiac Funny Car topped the Nostalgia list and Clive's Antron Brown was the sensation of Top Fuel qualifying. Pete and Jerome dominated NHRA Funny Car / Pro Stock - although it was very close behind them.

Nostalgia Funny Car 4-Gear Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Andy	Pontiac GP	836	800	833	800	1
Clive	Plymouth 'Cuda	825	850	860	825	2
David	Plymouth 'Cuda	886	921	895	886	3
Rebecca	Ford Mustang	946	932	914	914	4
Doug	Ford Mustang	1180	988	1000	988	5

Top Speed: Andy 5.964 mph

NHRA Top Fuel 4-Gear Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Clive	Matco Tools TF	874	710	688	688	1
Alan	Al's Garage TF	722	713	715	713	2
Andy	FRAM TF	786	760	742	742	3
Rebecca	Geico TF	796	821	804	796	4
Dylan	Alanabi TF	1063	985	1000	985	5
Noah	Optima TF	1200	1168	1124	1124	6

Top Speed: Clive & Alan 9.470 mph

NHRA Funny Car / Pro Stock 4-Gear Qualifying						
Name	Car	ET1	ET2	ET3	Best	#
Pete/Jerome	DHL F/C	821	815	848	815	1
Andy	JEGS P/S	861	927	855	855	2
Doug	Nitro Fish P/S	878	902	863	863	3
Iain	Auto Club F/C	896	869	887	869	4
David	Tire K'dom P/S	938	915	876	876	5
Rebecca	Castrol GTX F/C	994	1020	1021	994	6
Alan	Summit P/S	1616	1559	1528	1528	7

Top Speed: Pete/Jerome 6.026 mph



## Match Race line-up Summer Finale 2020

Report on page 14



### Wednesday

Micro 6.0: Dave vs Andy / Alan vs Clive

Micro Experimental: Bill vs Rose

### Thursday

AW Pro Stock: Alan vs Andy

Magnatraction Corvettes: Noah vs Dylan

AFX Magnatraction: Doug vs David

Tyco Modified: Clive vs Andy

Plus Chesterfield exhibitions



# MICRO SCALEXTRIC SUPER STOCK

Eight cars made things very easy - quarters, semis and a final.

Top Qualifier Iain got off to a solid start, beating Leo by 0.128 seconds. In the closest match-up, fifth qualifier Al beat fourth qualifier Andy Player by 0.018 - and that scuppered Andy's title challenge. Rebecca beat Hank by 0.071.

Meanwhile, Andy Phillips has a reputation as a giant killer and it was Alan's Hot Mustard that was on the receiving end this time. A below-par run for the Jaguar - despite a good warm-up - meant Andy's Mini was through the line with 0.053 seconds to spare.



As usual, there were plenty of surprises in Super Stock!

The first semi-final saw Al's ET improve from the first round and Iain's slip back a bit. It was enough for a shock win for the Pennsylvania Nissan - by 0.018 seconds. The curse of the Super Stock top qualifier strikes again!

In the second semi, Andy's Mini was quickest off the line and he managed to get to the line 0.020 seconds in front of the second qualifier. That was the end of Rebecca's slim championship hopes.

When the dust had settled, we were left with an unexpected final line-up and a guaranteed first-time race winner. But which one would it be?

The two cars were off the line together and it looked really close. Al's Nissan just kept accelerating and pulled out a 0.017 gap as they crossed the line...

Huge congratulations to Al on his win after his runners-up spot at the last race. Tough luck for Andy - it was so nearly a magical end to the series for him. And congrats to Alan, who takes the Super Stock championship after an impressive run of results with the Hot Mustard Jaguar.

There will be some changes to this class for the Winter Series - the new Micro Scalextric Super Stock 6.0 cars will be quicker, but we hope they offer the same level of excitement.

## Round One

Iain 0.674

WM = 0.128

Leo 0.793

## Semis

Iain 0.686

WM = 0.018

Andy PI 0.685

WM = 0.018

Al 0.665

Al 0.661

## Final

Al 0.686

WM = 0.017

Al

Rebecca 0.691

WM = 0.071

Hank 0.766

Rebecca 0.711

WM = 0.020

Andy Ph 0.702

Alan 0.754

WM = 0.053

Andy Phi 0.691

Andy Ph 0.695



WOW! In only my second event with you guys. Thank you for having us Yanks join your racing.

- Al

Top Speed  
Al 6.742 mph





# MICRO SCALEXTRIC STREET STOCK



Twenty-three cars in Micro Scalextric Street Stock meant a bye for top qualifier Jane in the first round. She decided to run and banded in a no-pressure 0.617 to intimidate the rest of the field.

The second tie was an all-American race between Al in the Veyron and Dave in the stocker - twelfth vs thirteenth qualifiers. It was a close one - and a minor upset - Dave winning by 0.014 with an ET of 0.719. Fellow Nitro Slots regular Hank defeated Pete by 0.071 and Gareth beat David 0.065 in the battle of the Aston Martins.

It was all going comfortably to form so far, third qualifier Alan beating 22nd qualifier Dylan P by 0.144 seconds - Alan's 0.619 ET quick enough for Jane to take notice.

Doug nearly surprised Rebecca, but the Porsche prevailed by 0.029 seconds, having made up plenty of ground in the final stages. Clive had an easy run to beat Andy Player by 0.100 seconds. Next up were Jerome and Andy Phillips...

Jerome had qualified ninth and Andy sixteenth, but it was probably no surprise to anyone to see Andy's hatchback cross the line 0.029 ahead of the Veyron. A 0.675 second ET was a big improvement on qualifying yet again. Clive ought to be worried for Round Two.

The second half of the ladder started with second qualifier Bill, who would get a bye if he reached the semis. He dispatched Jeremy in Round One by 0.110 seconds, although his ET of 0.646 was nothing to write home about.

Noah vs Leo looked like a close race on paper, but the winning margin of 0.046 went the youngster's way. Noah would be the only Chesterfield representative in the second round. Laura had a fairly comfortable 0.047 second win against Iain, although the Porsche improved from qualifying - clocking a 0.710 run.

Finally, Sue squeaked past Dylan W - she needed a quick 0.671 to beat the former finalist by 0.028. That meant Sue had beaten grandson and son - Jerome and Pete - with her hand-me-down Audi TT.



In Round Two, Jane took no chances and set a blistering 0.609 to beat Dave by 0.109 seconds - not a bad second round winning margin! Hank and Gareth gave us a predictably close race - the blue stocker winning by 0.030, Hank clocking 0.646 and Gareth 0.678. The pace of Alan's Audi R8 was holding up - a 0.625 pass giving Rebecca no chance, despite a quick 0.684 from the Porsche.

However, the question on everyone's lips was whether Andy Phillips could record yet another giant killing... It looked very possible in the first half of the strip, but Clive's Audi eked out a 0.28 gap by the end. His sigh of relief was audible all the way down the eighth mile.

In the bottom half of the draw, Noah pushed Bill closer than expected, but the green stocker came across the line 0.40 seconds ahead. Laura won Street Stock on debut back in August. Her Aston Martin was favourite, especially after getting away from the line first. Sue's Audi gained ground all the way down the strip and she won by 0.016 seconds to set-up a showdown with Bill for an automatic place in the final.

Round Three started with Jane having more than enough for Hank - the winning margin was 0.035 seconds, Jane's ET slipping a bit to 0.618. Fighting to meet Jane in the semi final were the Audi R8s of Alan and Clive - the third and fourth qualifiers. Clive had the better start and looked to be cruising to the win, with Alan desperately trying to catch up. The gap was nothing on the line - the crowd looking to the screen... Alan had snatched it by 0.009 seconds! And quick times too - 0.625 to 0.636.

The third race was effectively a semi, with the winner of Bill and Sue going to the final via a bye round. Bill was quickest away and had pulled a gap on the Audi. Yet Sue hadn't given up - just like the last round, the TT found some extra speed in the closing stages and crossed the line first - 0.015 seconds ahead. Sue was going to the final!





# MICRO SCALEXTRIC STREET STOCK

Round One	Round Two	Round Three	Round Four	Final
Jane 0.617				
	Jane 0.609			
	WM= 0.109	Jane 0.618		
Al 0.741				
WM=0.014	Dave 0.704			
Dave 0.719				
		WM= 0.35	Jane 0.616	
Hank 0.649				
WM= 0.071	Hank 0.646			
Pete 0.710				
	WM= 0.030	Hank 0.654		
Gareth 0.648				
WM= 0.065	Gareth 0.678			
David 0.713				
			WM= 0.013	Jane 0.614
Alan 0.619				
WM= 0.144	Alan 0.625			
Dylan P 0.759				
	WM= 0.072	Alan 0.625		
Rebecca 0.705				
WM= 0.029	Rebecca 0.684			
Doug 0.739				
		WM= 0.009	Alan 0.628	WM= 0.044
Clive 0.650				
WM= 0.100	Clive 0.652			
Andy PI 0.746				
	WM= 0.028	Clive 0.636		
Jerome 0.692				
WM= 0.029	Andy Ph 0.679			
Andy Ph 0.675				
Bill 0.646				
WM= 0.110	Bill 0.670			
Jeremy 0.753				
	WM= 0.040	Bill 0.669		
Noah 0.724				
WM= 0.046	Noah 0.706			
Leo 0.766				
		WM= 0.015	Sue 0.647	
Laura 0.688				
WM= 0.047	Laura 0.679			
Iain 0.710				
	WM= 0.016	Sue 0.653		
Sue 0.671				
WM= 0.028	Sue 0.654			
Dylan W 0.705				



Jane and Alan had been the quickest two cars in the elimination rounds and they met in the only semi-final. Alan needed to find a hundredth of a second, maybe less. It was close - Jane was out front, but Alan was catching up... could he do it again? Not this time. Jane crossed the finish line sensors 0.013 ahead - her 0.616 ET enough against Alan's 0.628.

Which gave us a final between Jane and Sue...



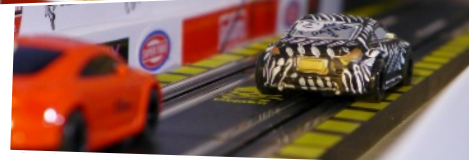
Could Sue match Laura's achievement of winning on debut? Of course, she was up against a two-time winner in Jane - who was now sure of being crowned the inaugural Micro Scalextric Street Stock champion. Would that knowledge dull Jane's winning edge?

Top Speed  
Alan - 7.969 mph



Sue 0.650

No chance. Jane's Nissan powered down the strip - and any hope of Sue catching her was gone by half way. Jane closed out the race by 0.044 seconds.



Flabbergasted,  
but quite  
delighted. I  
never knew I  
had it in me!

- Jane



Video clips can be viewed  
on the andycaen YouTube channel



# NOSTALGIA FUNNY CAR 4-GEAR

The Nostalgia Funny Cars had been match racing all summer - and this was their first outing with qualifying and elimination rounds. Five cars were entered.

Top qualifier Andy had a bye in the first round - clocking 0.832 on a solo run - and left the other four racers to battle over those second round places.

David's King Fish 'Cuda and Rebecca's Bounty Huntress Mustang have been the cars to beat in match racing this summer, but neither of them impressed during qualifying. Rebecca's car had regained some pace today and defeated David by 0.138 seconds, the ETs 0.830 to 0.962.



The Nostalgia Funny Cars will have their own class in the Winter Series



Doug's Blue Max Mustang required a full engine rebuild after a disastrous qualifying session. His Ford was also back on the pace, surprising Clive's 'Cuda by 0.076 seconds - 0.813 to 0.892. That gave Doug a bye in the second round (he ran a very rapid 0.797) and his next appearance would be in the final.

Just the one second round race saw Rebecca hold off a fast-charging Pontiac to beat Andy by 0.025 seconds - Rebecca 0.818 and Andy 0.842.

That gave us the two Mustangs - the two flops of qualifying - racing each other for the first Nostalgia Funny Car medal...

The blue Mustang edged it off the line and Doug simply couldn't shake off Rebecca's orange Shirley Muldowney car...

However, Rebecca's challenge faded in the final stages and Doug won the race to the line by 0.031 seconds - a 0.804 ET to Rebecca's 0.833. A huge turn up for the books after a miserable qualifying!

Congratulations to Doug on his first medal of the Summer Series and thank you to all the Nostalgia Funny Car competitors for a great summer of match racing.



Thanks must go to the Dearborn engineers for their unstinting efforts burning the midnight oil to get both flopper-bodied Mustangs rebuilt in time.  
- Doug

Round One	Semis	Final
Andy 0.832		
Bye	Andy 0.842	
	WM= 0.025	Rebecca 0.833
David 0.962		
WM = 0.138	Rebecca 0.818	
Rebecca 0.830		
		WM = 0.031
Clive 0.892		Doug
WM= 0.076	Doug 0.797	
Doug 0.813	Bye	
		Doug 0.804

Top Speed  
Doug 6.395 mph



# T-JET NOSTALGIA SUPER STOCK



T-Jet Super Stock has been a feast for the eyes this summer. The eleven car T-Jet field is also getting faster, egged-on by Clive's dominant Ford Thunderbolt.

This time, Alan's awesome Anglia Gasser was top qualifier, giving him a bye in the first round when he ran a 0.715.

Noah and Al put on a fabulous show with their Willys Gassers. Al had by far the better start, but Noah's car has a bit more pace than earlier in the summer... He closed in on the purple Willys and passed it on the line. The winning margin an incredibly tight 0.003 seconds! That means Noah went through to the second round to meet Alan.

Andy's Dodge Super Stock lined-up against Iain's wonderful Chevy Gasser, but this one wasn't close - Andy beating Iain by 0.139 seconds. Dylan beat Doug off the line and had an early lead before the green Ford rocketed through to a 0.109 second win. What did we expect? The first round was wrapped up with routine wins for Clive - 0.150 over Rebecca - and Gareth, who took a 0.057 win over fifth-place qualifier David. A mild shock, but not quite a giant-killing.

The three Round Two races began with Alan beating Noah by 0.161. Andy's normally metronomic Dodge had an awful start against Doug's Ford. Doug completely nailed the run, winning by 0.130 seconds and clocking a 0.741 - look out Alan!

Finally, Clive's Thunderbolt saw off Gareth's Impala - a 0.125 second win, which puts T-Jet champion Clive straight through to the final. The one third round race saw Doug take on Alan. Neither car has traction magnets and it was Doug who got the better start. Alan clawed back to level pegging and seemed to have it, before Doug came back again. It was too close to call. A look at the screen and it was Alan - by 0.007 of a second! Alan nearly lost it on the reaction time - a 0.013 second difference - despite his ET being 0.020 quicker.

Round One	Round Two	Round Three	Final
Alan 0.715			
Bye	Alan 0.699		
	WM=0.161	Alan 0.724	
Noah 0.943			
WM= 0.003	Noah 0.877		
Al 0.955			
		WM= 0.007	Alan 0.708
Andy PI 0.766			
WM= 0.139	Andy PI 0.808		
Iain 0.904			
	WM= 0.130	Doug 0.744	
Doug 0.849			
WM=0.109	Doug 0.741		
Dylan 0.963			
		WM= 0.009	Clive
Clive 0.722			
WM= 0.150	Clive 0.744		
Rebecca 0.865			
	WM= 0.125	Clive 0.723	
David 0.833		Bye	
WM= 0.057	Gareth 0.863		
Gareth 0.844			
			Clive 0.727

Top Speed  
Doug - 9.102 mph



Clive



Clive 0.727



That gave us the top two qualifiers in the final. Alan got another horrendous start - his reaction time 0.028 seconds slower. But the speed of the Anglia soon kicked in and the sizeable gap disappeared.

Alan was through the line and he certainly hit the catch box first... But did he pass Clive before the line?

The all-important information on the screen was a 0.009 second win for Clive - a huge holeshot. Clive's ET of 0.727 was a full 0.019 of a second slower than Alan's - but it was all about the start... Clive got to the finish first.

Congratulations to Clive on making it five out of five for the Series!



# NHRA TOP FUEL 4-GEAR

Noah and Dylan have been match racing their Top Fuelers since the first race back in June. They were joined by Clive and Andy last time and now Alan and Rebecca added their dragsters to the show for the first full qualifying and elimination round format.

Top qualifier Clive started off with what looked an easy run against slowest qualifier Noah. It was very nearly a disaster as the Matco Tools Top Fueler bogged down horribly. Thankfully, Noah's dragster was also slow and Clive's 1.038 still gave him a win by 0.104 seconds. Not a great start, but Clive's crew would have the next bye round to get things sorted for the final.

Next, Alan dispatched Dylan by 0.220 seconds - Alan clocking a quick 0.744 against Dylan's 0.950.



The race between Andy and Rebecca would be closer. Andy's FRAM dragster had a good start, but the yellow Geico machine was closing. Andy held on for a 0.035 win - his ET 0.738 to Rebecca's 0.772.

That left one semi-final tie between Alan and Andy...

However, the big drama came a few minutes before. Clive's solo run was another slow one - 0.916 seconds. The motor sounded sick and didn't speed up on the rolling road. It looked like the top qualifier would be a sitting duck for whoever won the semi...

It was close at the start between the two orange dragsters, but Andy soon pulled away, winning by 0.095 seconds - 0.721 to Alan's 0.821. Meanwhile, Clive's mechanics were desperately throwing everything at the Matco machine.

Clive lined up for the final not expecting much. Off the line, things seemed better. Andy edged ahead, but Clive was getting serious power to the rear wheels and pulled level. It was very close at the line, but maybe Clive had done it? He had!

Huge congratulations to Clive and his crew for getting back in the game and winning the first Top Fuel medal.



Well done to the winners. It seems to be getting bigger each time and more competitive with some super cars being built.  
- Clive

Round One	Semis	Final
Clive 1.038		
WM= 0.104	Clive 0.916	
Noah 1.131	Bye	Clive 0.716
		WM = 0.010
Alan 0.744		Clive
WM= 0.220	Alan 0.821	
Dylan 0.950		
	WM= 0.095	Andy 0.720
Andy 0.738		
WM = 0.035	Andy 0.721	
Rebecca 0.772		

Top Speed  
Rebecca /Andy 8.681 mph





# NHRA FUNNY CAR / PRO STOCK



The final race of the Summer Series saw another bunch of match-racing cars line up for an elimination race.

Top qualifiers Pete and Jerome sat out the first round, Pete taking a solo run in the DHL Funny Car, clocking a pretty rapid 0.851 seconds.

The first race was between Iain's Auto Club Funny Car and David's Tire Kingdom Pro Stocker. Iain was off the line fractionally quicker and the two cars ran side-by-side down the strip and through the line. Iain had it by 0.009 seconds - his time 0.885 and David's 0.887. That was close!



Andy had qualified second and Alan's Pro Stocker seventh and last. An overnight inspection showed a brush at right-angles in the Summit car's motor. That fixed, Alan's crew were looking for a better run. The Summit Pro Stock was transformed - and Andy's JEGS car a little slow after a quick start. Alan crossed the line 0.011 seconds ahead, his ET 0.881, Andy's 0.901.

Doug's Nitro Fish Pro Stock had finished third in the qualifiers, so was surprised to be run very close by Rebecca's Castrol GTX Funny Car. It looked all the way as if the Funny Car would win it, but a dive for the line saw Doug win by 0.007 seconds - 0.860 to 0.875.



That gave us two pretty tasty semi-finals - a pair of Funny Cars and a pair of Pro Stockers. Iain was the outsider against Jerome in the DHL flopper. He wasn't far off. A quick 0.884 for the Auto Club car wasn't quite enough. Jerome clocked 0.864 and crossed the line 0.021 ahead.

On paper, Doug was favourite for the second semi, but Alan's car was now on the pace. It looked close to begin with... until the Nitro Fish car pulled away for a 0.051 second victory. Doug's winning ET was 0.846 and Alan's pace dropped off a little to 0.891.

For the final, Pete lined up in the DHL Funny Car against Doug in the Nitro Fish Pro Stock. Pete nailed the start and already had a lead. There was nothing Doug could do. A 0.088 winning margin for Pete - a very rapid 0.798 ET to Doug's 0.882.

Huge congratulations to Pete and Jerome on their first Summer Series win!

Round One	Semis	Final
Pete 0.851		
Bye	Jerome 0.864	
	WM= 0.021	Pete 0.798
Iain 0.885		
WM = 0.009	Iain 0.884	
David 0.887		
		WM = 0.088
Andy 0.901		
WM= 0.011	Alan 0.891	
Alan 0.881		
	WM= 0.051	Doug 0.882
Doug 0.860		
WM = 0.007	Doug 0.846	
Rebecca 0.875		



Pete & Jerome



Top Speed  
Pete 6.415 mph





# MATCH RACING & EXHIBITION RUNS

With many of our usual match racing cars stepping up to a full qualifying and elimination format, there was an important hole to fill on the schedule.

Wednesday evening saw three pairs of experimental Micro Scalextric cars take to the track. Andy, Dave, Alan and Clive all had Winter Series spec Super Stock 6.0 cars and Bill pitted his 3-ohm Micro Scalextric Pro Mod against Rose's 2019 My First Scalextric car.

In the first round, Andy's Nissan beat Dave's stocker by 0.020 seconds - Andy clocking 0.481 and 10.788 mph. Dave's figures were 0.507 ET and 10.813 mph through the speed traps. The wheelie bar on Clive's updated Brighton Rocks stocker was a smidgen too low, meaning Alan was long gone by the time the pink car got off the line. Alan won by 0.068 seconds with a 0.622 and 7.670 to Clive's 0.646 and 8.239.

Bill's Pro Mod Camaro was sensational! An ET of 0.387 and 12.5 mph, beat the Micro set car by 0.091 - Rose setting a 0.477 and 10.227 mph.

Round Two started with Andy wrapping up a 2-0 win, beating Dave by 0.027 of a second. Andy's ET was 0.462 and Dave's a 0.491. Bill went sub-0.400 yet again to beat Rose. Result: 2-0 to Bill.

Clive got revenge against Alan to take their match to a decider. Clive went sub-0.500 with a 0.475 and Alan got down to 0.583. Both cars seemed to be loosening nicely, but the winning margin was a big 0.110 seconds.

It was a quick turn around and another swap of lanes for the decider. Alan's car is beginning to get into the Super Stock 6.0 ballpark with a 0.513 and 10.227 mph. Clive went quicker - a 0.474 and 10.813 mph. However, Alan more than halved the deficit from round two - 0.045 seconds. Clive wins 2-1.



There were four more match races on Thursday - three of them with 3-Gear AFX pancake chassis and AW Xtractions, one with modified Harden Creek Tycos.

First up, Alan in the Bill 'Grumpy' Jenkins Chevy took on Andy's 'Dandy' Dick Landy Dodge Challenger - both new additions to the AutoWorld 'Legends of the Quarter Mile' range. Alan won the first round by a comfortable 0.180 seconds - with a 0.702 second run and 8.283 mph. That Chevy is quick! Just out of the packet, the Challenger managed a 0.874 and 6.159 mph.

Noah and Dylan raced the Chesterfield Corvettes - Noah the car with red flames, Dylan the stars and stripes. It was the stars and stripes that got to the finish line first - the winning margin 0.058. Dylans' ET was 0.870 (7.231 mph) and Noah's 0.930 (5.682). Doug's cherry red Austin took on David's 'Back to Future' 48 Ford in another eye-catching match. Round One went to the Ford by 0.058 seconds, 0.899 to 0.945. These cars were running without braids and were surprisingly nice and smooth.

Finally, Andy dug out an old WHO Tyco dragster to take on Clive's exhibition car. Both were on 3.5 ohm Harden Creek-style Tyco chassis - Clive's with neo traction magnets and a hard body, Andy's with ceramic magnets, a lexan body and no braids. Andy took the first round by 0.086 seconds - a 0.508 to Clive's 0.597 and 9.773 to 6.917 mph.

Round Two started with another routine win for Alan's Bill Jenkins Camaro in the battle of the Auto World 1970 Legends Pro Stockers. 2-0 to Grumpy's Toy.

The Corvettes were next - Dylan's stars and Stripes car won, but by only 0.002 of a second! His ET was 0.927, Noah's 0.928 - so close to squaring the match. Dylan caught and passed Noah right on the line. So that's a 2-0 win for Dylan in their final match-race of the Summer Series. David had a few problems getting off the line last time. A little shoe tweak and David posted a rapid 0.795 to beat Doug's Austin by 0.195. Result: 2-0 to David.

Last, but not least, we had the two Tycos. Clive got a flier off the line and Andy's car stuttered a little. Clive went through the finish line in 0.523 seconds and 9.358 mph to beat Andy by 0.46 and level the match. In the decider, Andy's car managed to hook things up better, winning by 0.066 seconds. Result: 2-1 to Andy and an entertaining joust for the fans.

Fans enjoyed the three Chesterfield exhibition runs



# LEGENDS OF THE QUARTER MILE

## #1 Don Garlits

- 17 World Championship titles
- 8 NHRA US Nationals titles
- 144 national event wins
- First to 170, 180, 200, 240, 250 & 270 mph

There is little argument that Don Garlits is the greatest drag racer of all time. Outspoken, controversial and single-minded, Garlits kept racing, winning and breaking records through six decades. He also made organised drag racing what it is today - the pinnacle of speed and excitement.

From a modest background in the swamplands of Florida, Garlits exploded onto the drag racing scene in the late 50s, breaking the 170 and 180 mph barriers with his all-black 'Swamp Rat' dragsters.

When the NHRA banned nitromethane or 'Fuel' in 1957, Garlits was having none of it. Jumping ship to the AHRA and joining the match-racing circuit, Garlits wanted to race the fastest Fuel dragsters - and the fans wanted to see and hear them.

Garlits managed to earn a living from match racing and argued for larger prize purses in the prestigious NHRA events. Earning the nickname 'Big Daddy', his first NHRA title came in 1963 with 'Swamp Rat V' and he smashed through the 200 mph mark in 1964 with 'Swamp Rat VI'. By the end of the decade, he was first past 240 mph.

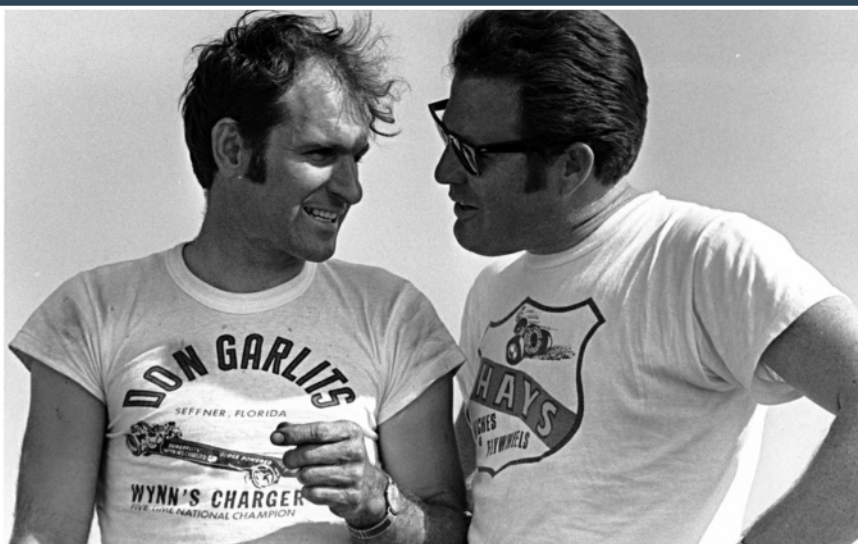
Although he dabbled with Funny Cars in the late 60s and early 70s, Garlits was a dragster man. A big accident at Lions Drag Strip in 1970 left him with serious injuries to his lower body. The transmission of his front-engined dragster ripped through the cockpit and Garlits nearly lost a foot.

During his recovery, Garlits went about redesigning the Top Fuel dragster - placing the engine safely behind the driver. This was something that had been tried before, but hadn't been successful. Garlits made it work, creating a safer - and faster - dragster that changed the design paradigm forever.

Through the 70s, Top Fuel won back top billing from Funny Cars - with the new, faster dragsters and with Garlits and Shirley Muldowney battling for the championship. Garlits absolutely hated being beaten by a woman.

Garlits won the NHRA Nationals in 1984, 85 and 86, becoming the first winner of three straight titles. After smashing through 270 mph in 1986, he retired the following year. There were regular comebacks, culminating with his fastest ever run - 4.75 seconds and 318.54 mph - at the 2002 US Nationals.

Now 88 years old, Garlits runs the Don Garlits Museum of Drag Racing in Ocala, Florida - a Mecca for all drag racing fans.



Don Garlits (left) was voted #1 in the NHRA 50th anniversary all-time list

"I liked the idea of two cars lined up side by side, not bumping into one another. It was one person against one person, one machine against one machine. There was a winner and a loser. It was real simple."

Below: Swamp Rat 14 was Garlits' rear-engined dragster that changed Top Fuel forever



Swamp Rat 30 (right) was the dragster that broke the 270 mph barrier in 1986. It went into the Smithsonian Museum in 1987 - probably the greatest honour for Garlits and the greatest recognition for drag racing as a technological sport.





# RCR WINTER SERIES PREVIEW

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 highly 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

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 classes are in the box, right. Micro Scalextric Street Stock will remain the centrepiece of all five events.

## NHRA-themed events

The NHRA-themed events includes 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 get their own elimination racing format. The Top Fuelers will continue in a match race format - 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 Regulations

You'll find the regulations for the Winter Series on the next page. The T-Jet and 4-Gear classes now run to the NTRA Pancake Stock rule set. The Micro Scalextric Street and Super Stock have stayed almost the same - apart for the motor replacement in Super Stock. We ask that the Nostalgia 'Micro Scalextric 2019' cars are run as stock - although the chassis tabs can be removed and the wheels may be replaced. Wheelie bars are permitted. Strict pre-1979 style bodies for these please!

## Winter Series Dates + classes

November 17-18. Street Stock, Super Stock 6.0, NHRA 4-Gear + NHRA Top Fuel match racing.

December 8-9. Street Stock, Nostalgia T-Jet, Nostalgia 4-Gear Funny Car + Nostalgia Micro Scalextric 2019 match racing.

January 12-13. Street Stock, Super Stock 6.0, NHRA 4-Gear + NHRA Top Fuel match racing.

February 9-10. Street Stock, Nostalgia T-Jet, Nostalgia 4-Gear Funny Car + Nostalgia Micro Scalextric 2019 match racing.

March 9-10-11. Winter Series Finale. All classes + extra match racing.

### Postage & practicalities

- Please keep sending boxes that can be posted in a parcel box - a maximum size of 44cm x 35cm x 16cm.
- You may send cars to stay for more than one event - or for the entire series. It is up to you. Please note: the November & December dates are pretty close together.
- If you prefer a service other than standard second class delivery, just ask.

## 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. UK racers are very welcome to join us and share UPS postage to the NTRA races.

Most of the strips used for NTRA-sanctioned events are super-smooth routed tracks with the top-end Track Mate timing systems. Although there was one eighth mile strip on the schedule in 2020, 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, do let us know. There are more details at [www.nitroslots.com](http://www.nitroslots.com)





# RCR WINTER 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 10 ohm armature (no low-ohm 'My First Scalextric' battery set cars). Original resistors and capacitor between pick-ups and motor may be removed.

**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 6.0

**Chassis:** Micro Scalextric 1995-2018 version with braids. Two holes may be drilled to attach wheelie bar to rear of chassis. No other modification to chassis. Components may be glued.

**Motor:** Unmodified standard Tomy AFX can motor. Minimum 6 ohm armature. Available as part AFX8807 at Slot Cars Direct.

**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. Braid contacts may be replaced.

**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.

### Nostalgia 'Micro Scalextric 2019'

Chassis components must be stock. Wheels can be replaced, chassis tabs removed and holes drilled for wheelie bars.

Minimum weight: 23g. Maximum width: 35mm. Maximum tyre diameter on wheel: 0.500". Any pre-1979 style body.

## Pancake Stock Rules

For Nostalgia T-Jet, Nostalgia 4-Gear Funny Car, Top Fuel and NHRA 4-Gear

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						

Minimum weight - T-Jet: 21g / 4-Gear: 25g

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



# CHAMPIONSHIP TABLES



## Micro Scalextric Street Stock

	10 June	8 July	12 Aug	2 Sept	30 Sept	Total
Jane	55	131	84	131	131	532
Alan	121	94	76	61	94	446
Clive	62	85	105	93	83	428
Rebecca	93	69	57	65	67	351
Dylan W (J)	65	104	62	56	50	337
Gareth	73	55	70	69	70	337
Noah (J)	80	57	62	64	66	329
Laura	0	0	130	104	72	306
Pete	54	71	60	71	50	306
Leo	51	83	61	50	53	298
Doug	56	66	60	52	52	286
David P	59	58	66	50	50	283
Dylan P (J)	68	64	50	50	50	282
Andy Pl	57	62	58	50	50	277
Jeremy	74	50	50	50	50	274
Jerome (J)	53	53	53	57	58	274
Iain	0	50	91	60	50	251
Andy Ph	0	61	60	60	61	242
Terry	82	80	74	0	0	236
Bill	0	0	0	84	85	169
Hank	0	0	0	85	81	166
Dave V	0	0	0	63	64	127
Al	0	0	0	58	55	113
Jason	0	50	59	0	0	109
Louise	0	50	55	0	0	105
Sue	0	0	0	0	101	101
Rosie (J)	0	50	50	0	0	100
Sarah	0	50	0	0	0	50
Beth (J)	0	50	0	0	0	50
Natasha (J)	0	0	50	0	0	50



## Micro Scalextric Super Stock

	10 June	8 July	12 Aug	2 Sept	30 Sept	Total
Alan	76	75	118	119	64	452
Andy Pl	75	119	97	72	63	426
Rebecca	119	76	74	63	75	407
Leo	60	95	60	58	59	332
Iain	0	60	76	86	76	298
Andy Ph	0	62	61	70	93	286
Clive	94	61	62	61	0	278
Al	0	0	0	97	117	214
Hank	0	0	0	59	60	119
Rob	63	0	0	0	0	63
Terry	61	0	0	0	0	61



## T-Jet Nostalgia Super Stock

	10 June	8 July	12 Aug	2 Sept	1 Oct	Total
Clive	118	121	121	121	120	601
Andy Pl	96	85	84	84	74	423
Alan	76	73	62	97	98	406
Doug	62	72	97	63	83	377
Rebecca	75	96	73	62	56	362
Gareth	61	61	60	70	69	321
Noah (J)	59	60	58	56	71	304
Dylan P (J)	60	59	57	61	58	295
David	0	58	59	57	63	237
Iain	0	0	71	69	57	197
Al	0	0	0	68	60	128

# SUMMER SERIES 2020 CHAMPIONS



- Micro Scalextric Street Stock: Jane
- Street Stock Runner-up: Alan
- Street Stock Top Junior: Dylan W
- Micro Scalextric Super Stock: Alan
- Nostalgia T-Jet Super Stock: Clive