

A full guide to

WHO/DIGITAL 2018

Race calendar, formats, build guidelines



- Five Wednesdays & four Saturday events
- New Wednesday night Trans-Am class
- BTCC championship on Saturdays
- June evening endurance race



Racing organised by the

Worthing HO Racing Club



2018 CALENDAR

- Wed 24 January
- Wed 21 February
- Wed 21 March
- Wed 16 May
- Saturday 23 June
- Wed 18 July
- Saturday 22 September
- Saturday 17 November
- Saturday 15 December

WHO/DIGITAL 2018

For our **fifth year** of digital racing at the Barn, we're making a few changes to our WHO/digital format. But first, here's a brief introduction to our digital racing...

Hardware: All our digital racing uses the Scalextric Sport track system and the Scalextric Sport Digital format with Pit Lane Pro sensors. Wireless Truspeed controllers are available for all racers.

Software: The RCS64 race management system runs all WHO/digital races and, depending on the race event, we will use a selection of the RCS64 features - such as fuel consumption, tyre wear, weather changes and damage repair.

Digital etiquette: Digital racing is different to standard slot car racing - we all share the same lanes and overtaking is a crucial skill to learn. We ask that all WHO/digital competitors respect the principle of **No Contact Racing** - no deliberate ramming, shoving or pushing of other cars. When faced with a slower car ahead, use the lane changers to overtake. We expect racers to apologise for accidental collisions and to heed any warnings from race control.

Most importantly, WHO/digital is about having fun. We hope you enjoy it!

Mike D, Simon & Andy

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WHO/DIGITAL 2018 Wednesday night format

Nascar team race + Trans-Am

Our **WHO/digital Wednesdays** are a perfect introduction to digital racing and add to the variety of formats we enjoy at Worthing HO Racing club nights.

You don't need to buy any digital equipment to enjoy the Wednesday nights, although your own Trans-Am car and digital chip might make a very nice Christmas present!

The five Wednesday events are clustered around the first half of 2018. All will feature a club car team race, followed by a bring-your-own Trans-Am pairs race at the end of the evening. We will use the tyre wear and fuel consumption features of RCS64.

Doors open at 6.30pm for practice and digital driving school. Teams are allocated and we will get racing with evenly-matched club cars as near to 7pm as possible. An hour of action is divided into three or four segments with driver changes. Teams swap cars at each break. Total laps are added up and prizes awarded at 8.30.

The Trans-Am race is similar to our old Goodwood Revival class, but now uses only the Scalextric and Pioneer Digital Plug Ready (DPR) models of cars from the Trans-Am and Aussie Trans-Am series of the 1960s and 70s. To compete, racers must have their own car or the offer to share another driver's car. There are no club cars available. Full build guidelines are explained on page five.

If there are six cars or fewer, only one race is held - a 30 second driver change window straddles the half-way point of the race. Laps completed by each pair count as championship points.

If there are between seven and twelve cars, two qualifying heats are held, with the top six cars racing in the feature race and those not qualifying running a half-distance consolation heat. Laps completed in qualifying races and finals are counted towards championship points.

We aim to finish all racing by 9.45pm, a little later than an HO Wednesday. The race fee of £3 adults and £2 for under-16s includes all the evening's racing. We ask that all racers under 13 years of age bring a responsible adult with them.

If you want get deeper into digital racing, then our Saturday events are definitely where you need to go next - a whole day of bring-your-own racing, plus a club car GT rotation race. WHO/digital Saturdays are explained on the next page...

Wednesday races

Wed 24 January
Wed 21 February
Wed 21 March
Wed 16 May
Wed 18 July



WHO/DIGITAL 2018 Saturday format

The first of the four digital Saturdays is in June and runs from 11am through to 8pm and includes an evening of endurance racing. The following three Saturdays - in September, November and December - start at 10.30am and run through to 5pm.

In 2018, our WHO/digital Saturdays will all feature a 3-race BTCC competition, plus a club-car GT rotation, a Goodwood Revival race and a GT4 Trophy team race. Other races may be included.

Race fees are £3 per session for adults and £2 per session for under-16s. A morning and afternoon will cost £6 for adults and £4 for under-16s and the full day in June costs £9 for adults and £6 for under-16s. All the Saturdays have a lunch break, with food and refreshments provided at a modest additional cost. We ask that all racers under 13 years of age bring a responsible adult with them.

Club Car GT Rotation. This format will be the same as run in 2017. Each driver races each of the six GT club cars for a set amount of time. Laps are added up and prizes awarded. Laps completed by each driver are awarded as championship points.

BTCC championship: The class will run on WHO/digital Saturdays with three short races through the day. Our aim is to simulate a BTCC race day. WHO digital racers can book a place on the 2018 grid by reserving a specific car livery, buying the car and preparing it to the guidelines on page eight. If a racer is unable to attend a race they may loan their car to a substitute racer. There are no club cars available. The full format is explained on page seven.

DiSCA GT4 Trophy: The GT4 Trophy class is based on an internationally-agreed digital racing class. At WHO/digital cars are restricted to Scalextric Digital Plug Ready (DPR) models of modern-day GT cars. To compete, racers must have their own car or the offer to loan or share another driver's car. There are no club cars available. Full build guidelines are explained on page six. The GT4 races are run as endurance races for teams of two, three or four drivers. We use all the features of RCS64, including weather changes.

Goodwood Revival: This class is a continuation of our Goodwood Revival class, minus the Trans-Am cars, and featuring a wide selection of saloon cars, sports cars and sport prototypes from period 1950 to 1967. Suitable models from Scalextric, Carrera, Fly, Revell, Monogram, MRRC, SRC and George Turner Models may be run, but pro-racing cars such as Slot.it, NSR, Ninco and Thunderslot are not eligible at present - and neither are 3D printed chassis that allow the use of racing components.

Formats may vary, including individual and pairs races. To compete, racers must have their own car or the offer to loan or share another driver's car. There are no club cars available. Full build guidelines are explained on page nine.

Other classes: When time allows, we hope to run other races if we can put together a different and interesting field of cars. This will normally be announced in advance. We aim to run an endurance race in June with Slot.it Group C cars (running to DiSCA Group C standards - available on request). These should use a SSD-compatible Slot.it chip or the new version Scalextric C8515 chip removed from its plug.

Digital Saturdays

23 June (+ evening)
22 September
17 November
15 December



June 2017 WHO/digital Saturday

WHO/DIGITAL 2018 Scalextric Trans-Am

Trans-Am is non-mag racing using only the recent Scalextric and Pioneer DPR Trans-Am and Aussie saloon cars (see list right). This class will run at all WHO/digital Wednesday night events and will run in pairs format. All cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C8515 EasyFit digital plug (any version).

2. Body

Bodies, windscreens, window glass and all detailing parts must be used complete and unmodified. Body to chassis mountings must not be lowered in any way. The original windscreen and window glass must remain fitted. Bodies may be repainted in authentic Trans-Am liveries. All cars should carry at least three racing numbers.

2a. Cockpit/interior

Original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may only be modified by having excess material removed from the underside to aid fitment and body roll. Modifications must not be visible through the windows of the car or be carried out in a way that makes the chassis or components visible through the windows of the car.

3. Chassis

The chassis must be the Digital Plug Ready (DPR) version for the body being used. No modifications to the motor, axle or guide mountings positions. Minor sanding of the chassis edges is permitted to allow the body to move freely on the chassis.

4. Motors & Motor Mounting

All cars must be powered by one of the following motors:

- **Scalextric** models - standard 18,000 rpm 'S' can (FC130) motor.
- **Pioneer** models - QS Typhoon 18,000 rpm motor.

Motors must be mounted in the original motor mounts. Motors may be glued into place.

5. Gears, axles, bearings and wheels

Gears, axles, bearings and wheels must be parts original to the manufacturer and car being run.

6. Tyres

Any rubber or urethane tyres are permitted. Front tyres can be coated in superglue or varnish to reduce grip. Tyres may be glued and trued. No tyre additives that leave residue on the tyres or track may be used.

7. Guides

Pioneer cars should use the guide supplied with the car. Scalextric cars must use the 'quick change' guide supplied with the car.

8. Braids

Original pick-up braids or 'robust' copper braids may be used. Thin 'racing' braids tend to fray on lane changers and cause shorts, so must not be used. Braids must be cut so they do not protrude beyond the rear of the guide flag.

9. Ballast and Traction Magnets

Traction magnets must be removed. Ballast (eg. lead sheet) may be added to any car as desired, provided that it is placed within the confines of the body and chassis and is firmly fixed in place.

If these guidelines do not specifically say you can do something then assume you cannot do it.



Eligible cars list:



1967 Chevrolet Camaro
1970 Chevrolet Camaro
1969 Ford Boss 302 Mustang
1970 Dodge Challenger
1967 Mercury Cougar
1969 Dodge Charger
1970 AMC Javelin
1970 Ford Falcon XW/WY
1976 Holden L34 Torana
1976 Ford XB Falcon
1978 Holden A9X Torana
1978 Ford XC Falcon



1966 Ford Mustang Notchback
1968 Ford Mustang Fastback
1967 Chevrolet Camaro
1969 Dodge Charger



These Trans-AM build guidelines are based on the **Classic Slot Car Racing Association** (CSCRA) Trans-Am RTR car standards.

WHO/DIGITAL 2018 DiSCA GT4 Trophy

The DiSCA GT4 Trophy is for Scalextric high-detail DPR cars running to a set of rules used by digital racing groups around the world. All cars must be prepared within these guidelines:

1. Digital chip

Unmodified Scalextric C8515 EasyFit digital plug (any version).

2. Body

Must be high-detail. Bodies, windscreens, window glass and all detailing parts must be complete and unmodified, although vulnerable parts may be rubber-mounted. Body to chassis mountings must not be lowered in any way. Headlights and rear lights must be fitted and be working.

2a. Cockpit/interior

Original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may only be modified by having excess material removed from the underside. Modifications must not be visible through the windows of the car or be carried out in a way that makes the chassis or components visible through the windows of the car. Bearing support legs may be removed. Ribs beneath seat mouldings may be ground away to allow body to roll. Block and mounts beneath parcel shelf may be removed.

3. Chassis

The chassis must be the one originally intended for the body being used. PCR chassis are not permitted. No modifications to the motor, axle or guide mountings positions. Minor sanding of the chassis edges is permitted to allow the body to move freely on the chassis.

4. Motors & motor mounting

All cars must be powered by a standard Scalextric 18,000 rpm 'S' can (FC130) motor. Motors must be mounted in the original motor mounts. Motors may be glued into place.

5. Gears, axles, bushings & wheels

Gears, axles, bushings and wheels must be original or spare Scalextric parts for the car being run. Bushings may be glued to chassis.

6. Tyres

Any rubber or urethane tyres are permitted. When viewed from above, tyre edges must be contained within the widest point of the wheel arch. Front tyres can be coated in superglue or (clear) nail varnish to reduce grip. Tyres may be glued and trued. No tyre additives that leave residue on the tyres or track may be used.

7. Guides & braids

The 'quick change' guide supplied with the car must be used. Original Scalextric pick-up braid or 'robust' copper braid may be used. Ultra-thin 'racing' braids tend to fray and shed strands on lane changers and cause a short-circuit, so must not be used. Braids must be cut so they do not protrude beyond the rear of the guide flag.

8. Ballast & traction magnets

Traction magnets must be removed. Ballast (eg. lead sheet) may be added to the car as desired, provided that it is placed within the confines of the body and chassis and is firmly fixed in place.

If these guidelines do not specifically say you can do something then assume you cannot do it.

DiSCA
The Digital Slot Car Association



Suggested cars list:

Porsche 911 RSR
McLaren 12C GT3
Audi R8 GT LM
Aston Martin Vantage GT3
BMW Z4 GT3
Bentley Continental GT3
Mercedes AMG GT3
Ferrari F430 GT
Chevrolet Corvette C6R
Ford GT GTE
Maserati Trofeo



WHO/DIGITAL 2018 Scalextric BTCC

The Scalextric BTCC class is non-magnet racing using the modern (2014 onwards) British Touring cars - see list, right.

A. Race Format

The class will run on WHO/digital Saturdays with three short races through the day. Our aim is to simulate a BTCC race day.

1. Entry

WHO digital racers can book a place on the 2018 grid by reserving a specific car livery (please contact us for unreserved liveries), buying the car and preparing it to the guidelines overleaf. If a racer is unable to attend a race they may loan the car to a substitute racer.

2. Qualifying

Drivers are randomly divided into groups for a qualifying session lasting 3 minutes. Fastest laps determine the starting grid of race one. Pole position earns one extra championship point.

3. Races

Three races are run at each event - one at the start of the day, one just after lunch and the final race at the end of the afternoon. Each race is run over 16 laps. For fields of up to six cars, one final of 16 laps is run. For fields of six to eleven cars, two finals of 16 laps are run, with the winner (plus second and third where appropriate) of the B final stepping up to A final. A field of twelve cars will be split into three finals with three step-ups. There are no pit stops for re-fuelling or changing tyres.

4. Race grids

Qualifying results determine the starting grid of race one. The grid for race two is based on the finishing order of race one. The grid for race three is based on finishing positions in race two, but is a reversed-grid. Last place starts first and the race two winner starts last in race three.

5. Success 'Ballast'

The top five cars in the championship take success 'ballast' into qualifying and race one. This will be simulated using a power reduction with first place receiving a 15% reduction, second 12%, third 9%, fourth 6% and fifth 3% (to be confirmed). For races two and three, 'ballast' is allocated according to the finishing positions in race one and two respectively - the same 3% to 15% power reductions are given to the top five cars.

6. Option and Prime Tyres

Prime tyres are 'hard' in RCS64. Option tyres are 'soft'. The prime tyre is used in two of the three races per event. Drivers must nominate which race they will use the option compound tyre in before qualifying, but this information is not released to other racers until the start of race one. There are no in-race pit stops for tyres or fuel.

7. Weather Conditions

Weather conditions are set up in RCS64 to mimic conditions outside the Barn. Wets or intermediates can be used on a wet or damp track.

8. Championship Points

The points system is 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1 for the top 15 finishers in each of the three races. Single bonus points are awarded for the fastest qualifying lap and the fastest laps during each of race one, two and three. There is an individual drivers' championship and a manufacturers' championship for Honda, BMW, MG and VW.



WHO BTCC grid:

Honda Civic

C3734 Matt Neal 2015
C3783 Gordon Shedden 2015
C3860 Jeff Smith 2016
C3861 Matt Neal 2016
C3915 Matt Simpson 2017
C3919 Gordon Shedden 2017

MG6

C3736 Jack Goff 2015
C3863 Josh Cook 2016

BMW 125

C3694A Colin Turkington 2014
C3735 Sam Tordoff 2015
C3784 Andy Priaulx 2015
C3862 Rob Collard 2016
C3914 Andy Jordan 2017
C3920 Colin Turkington 2017

VW Passat

C3737 Jason Plato 2015
C3864 Aron Smith 2016



DiSCA The build guidelines on the next page have been mostly borrowed from the DiSCA DTCC standards. Inspiration for the format came from digital groups in Essex and New Zealand - as well as the BTCC itself.

B. Car set-up guidelines

All cars must be prepared within these guidelines:

1. Digital chip

Unmodified Scalextric C8515 EasyFit digital plug (any version).

2. Body

Bodies, windscreens, window glass and all detailing parts must be used complete and unmodified, although vulnerable parts may be rubber-mounted. Body to chassis mountings must not be lowered in any way. The original windscreen and window glass must remain fitted. Headlights and rear lights must be fitted and be working.

2a. Cockpit/interior

Original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may only be modified by having excess material removed from the underside. Modifications must not be visible through the windows of the car or be carried out in a way that makes the chassis or components visible through the windows of the car. Bearing support legs may be removed. Ribs beneath seat mouldings may be ground away to allow body to roll. Block and mounts beneath parcel shelf may be removed.

3. Chassis

The chassis must be the one originally intended for the body being used. PCR chassis are not permitted. No modifications to the motor, axle or guide mountings positions. Minor sanding of the chassis edges is permitted to allow the body to move freely on the chassis.

4. Motors & motor mounting

All cars must be powered by a standard Scalextric 18,000 rpm 'S' can (FC130) motor. Motors must be mounted in the original motor mounts. Motors may be glued into place.

5. Gears, axles, bushings & wheels

Gears, axles, bushings and wheels must be original or spare Scalextric parts for the car being run. Bushings may be glued to chassis.

6. Tyres

Any rubber or urethane tyres (eg Slot.it or Paul Gage) are permitted. When viewed from above, tyre edges must be contained within the widest point of the wheel arch. Front tyres can be coated in superglue or (clear) nail varnish to reduce grip. Tyres may be glued and trued. No tyre additives that leave residue on the tyres or track may be used.

7. Guides & braids

The 'quick change' guide supplied with the car must be used. Original Scalextric pick-up braid or 'robust' copper braid may be used. Ultra-thin 'racing' braids tend to fray and shed strands on lane changers and cause a short-circuit, so must not be used. Braids must be cut so they do not protrude beyond the rear of the guide flag.

8. Ballast & traction magnets

Traction magnets must be removed. Ballast (eg. lead sheet) may be added to the car as desired, provided that it is placed within the confines of the body and chassis and is firmly fixed in place.

9. Weight limit

Cars must weigh no less than 75g at any time.

If these guidelines do not specifically say you can do something then assume you cannot do it.



Honda Civic

C3734 Matt Neal 2015
C3783 Gordon Shedden 2015
C3860 Jeff Smith 2016
C3861 Matt Neal 2016
C3915 Matt Simpson 2017
C3919 Gordon Shedden 2017



MG6

C3736 Jack Goff 2015
C3863 Josh Cook 2016



BMW 125

C3694A Colin Turkington 2014
C3735 Sam Tordoff 2015
C3784 Andy Priaulx 2015
C3862 Rob Collard 2016
C3914 Andy Jordan 2017
C3920 Colin Turkington 2017



VW Passat

C3737 Jason Plato 2015
C3864 Aron Smith 2016



WHO/DIGITAL 2018 Goodwood Revival

Goodwood Revival is non-mag racing using current-day slot car models of closed-wheel cars from the era 1950 to 1967. All cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C8515 EasyFit Digital Plug (any version) or the C7005 or C7006 Retro-Fit Digital Chips for non-DPR cars.

2. Body

Bodies, windscreens, window glass, interiors and all detailing parts must be used complete and unmodified. All cars should carry at least three racing numbers.

2a. Cockpit/interior

Original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may only be modified by having excess material removed from the underside to aid fitment and body roll. Modifications must not be visible through the windows of the car or be carried out in a way that makes the chassis or components visible through the windows of the car.

3. Chassis

The chassis must be the one originally intended for the body being used. No modifications to the motor, axle or guide mountings positions. Minor sanding of the chassis edges is permitted to allow the body to move freely on the chassis. Removal of other parts of the chassis for this purpose is not permitted. A hole may be drilled to fit LED for digital chip.

4. Motors & Motor Mounting

Stock unmodified Scalextric Mabuchi S or slimline FF can motor or a standard 18k motor for other makes. Any motor rated higher than 18,000 RPM is likely to blow the digital chip. Motors must be mounted in the original motor mounts. Motors may be glued into place.

5. Gears, axles, bearings and wheels

Cars should run with the gears, axles, bearings & wheels they come with. George Turner kits can use any make of components, but must use standard Scalextric gear ratio:

- Sidewinder - 11T pinion & 36T spur gear.
- Inline - 9T pinion & 27T crown gear.

6. Tyres

Any rubber or urethane tyres are permitted. Front tyres can be coated in superglue or varnish to reduce grip. Tyres may be glued and trued. No tyre additives that leave residue on the tyres or track may be used.

7. Guides

Stock guide as per chassis. SureChange guides are permitted. George Turner kits may use any guide.

8. Braids

Original pick-up braids or 'robust' copper braids may be used. Thin 'racing' braids tend to fray on lane changers and cause shorts, so must not be used. Braids must be cut so they do not protrude beyond the rear of the guide flag.

9. Ballast and Traction Magnets

Traction magnets must be removed. Lead ballast weight may be added to any car as desired, provided that it is placed within the confines of the body and chassis and is firmly fixed in place.

If these guidelines do not specifically say you can do something then assume you cannot do it.



Suggested cars list **

Scalextric

1955 Jaguar D Type
1959 Mini Cooper Mk1
1962 Ferrari 250 GTO
1963 VW Beetle
1963 Jaguar E Type
1965 Lotus Ford Cortina Mk1
1966 Ford GT40
1966 Ford GT MkII
1967 Ferrari 330 P3 and P4
1967 Ford MkIV

Carrera

1957 Chevrolet Bel Air
1963 Chevrolet Corvette Stingray
1964 Porsche 904
1965 Ferrari 375 P2

Fly / FlySlot

1963 Ferrari 250 GTO
1964 Ferrari 250LM
1967 Lola T70 Coupé

George Turner Cars

Any 1950-1967 car - must use the George Turner plastic chassis.

MRRRC

1962 Shelby Cobra
1963 Cheetah Chevrolet
1963 King Cobra
1964 Porsche 904
1966 Porsche 910

Revell Monogram

1963 Chaparral 2A
1964 Cobra Daytona
1965 Lola T70

SRC

1967 Porsche 907 / 907L

** Pro racing cars from Slot.it, NSR, Ninco & Thunderslot are not eligible.

WHO/DIGITAL 2018 Introduction to RCS64

What is RCS64? Race Control System 64 is a computer software slot car race management system designed for Scalextric Sport Digital and specifically for the C7042 powerbase.

What does it do? It not only times the laps of the slot cars, but it simulates weather conditions, tyre wear, damage and fuel use. You can come into the pits and change your tyres, repair damage or refuel.

What effect do these simulations have on the car? If it rains you may want to change to your wet tyres – if you don't your car will be very difficult to handle in the slippery conditions.

Braking will be delayed if your tyres are worn.

Don't crash too often or you will have to pit for repairs.

If you run out of fuel or wear out your tyres, your car will no longer count laps. You must pit immediately!

We use the latest version (v.4) of RCS64 at WHO/digital, so not all the info on the RCS64 website is relevant.

We won't always use all the features in our WHO/digital races. We will limit the club car classes to either fuel and/or tyres. Expect the bring-your-own classes to be a little more full-on.

Fuel

1. The faster you drive, the more fuel you burn
2. The more fuel in your car, the slower your car will drive
3. As you burn off fuel, the car will get quicker
4. If you run out of fuel, you must pit!
5. Refuel in the pits
6. You can change tyres & repair damage when you refuel

Tyres

1. Choose either hard or soft tires to race on a dry track
2. Intermediate and full wet tyres are available for a wet track
3. The harder you drive, the faster your tyres will wear
4. The more you brake, the faster your tyres wear
5. The more worn your tyres are, the harder it is to slow down
6. Replace worn tyres or change to alternative compounds in the pits

Weather

1. Check the weather forecast before the race and plan your race strategy. The weather forecast is not always correct!
2. Grip and braking will be effected in wet conditions
3. Come into the pits to change to either intermediate or rain tyres when it rains
4. Change back to hard or soft tyres when the rain stops – intermediate or rain tyres wear quicker on a dry track.
5. The higher the track temperature, the quicker your tyres will wear.

Damage

1. Crash and you lose a damage point.
2. Lose all your damage points and you have to come into the pits to repair the damage.
3. When damage points are zero the car will revert to a slow speed.
4. If another car knocks you off the track. The race official can reimburse your lost damage point and could also issue a stop & go to the offending driver at the same time.

The RCS64 website is: www.rcs64.com

WHO/DIGITAL 2018 Truspeed Controllers

The **Truspeed SSD IV** is a quality wireless digital controller that works with the Scalextric Sport Digital Advanced Powerbase (APB) via the Slot Car Solutions wireless receiver.

With wireless controllers, drivers can move around the track and get up close to the display monitors and to the pit lane.

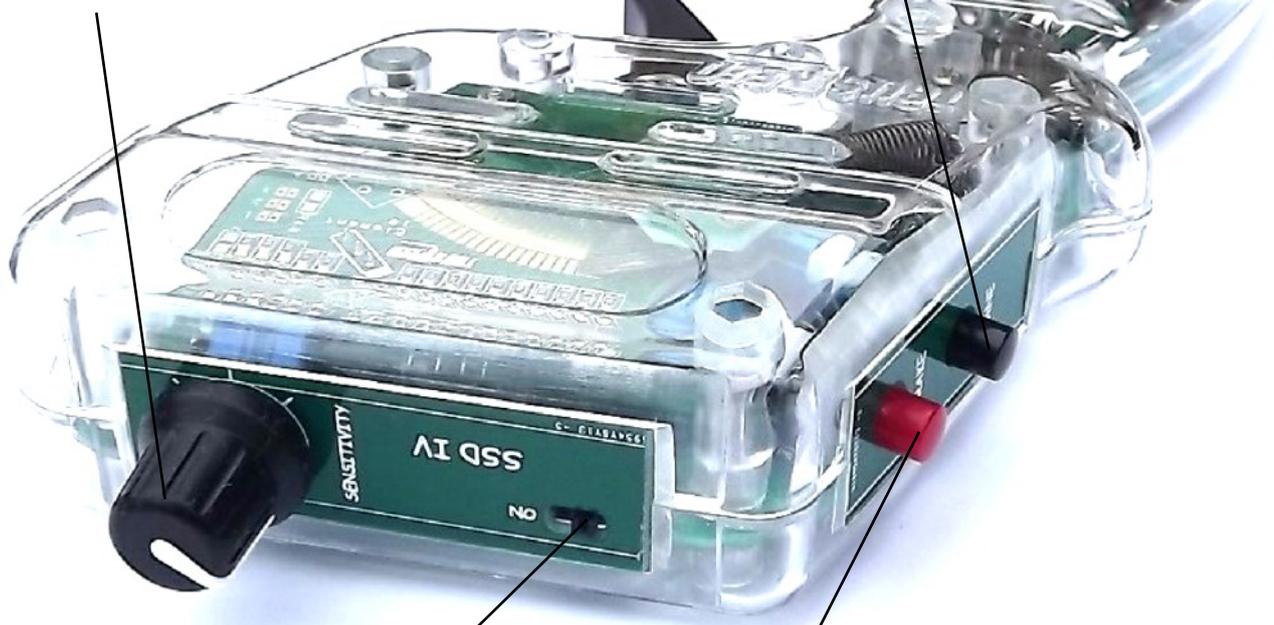
Here are the main features explained.



Black 'Lane Change' button - this button is used to change lanes during a race. However, it also has menu functions in RCS64:

- Tyre choice before a race
- Press & hold brings up pit menu
- Scrolls through options in pit menu

Sensitivity knob - turn left (anti-clockwise) for more gentle acceleration. Turn right (clockwise) for faster acceleration.



On-Off switch - the controller will switch itself off when not in use. If your controller is not working, use this switch to turn off and then on again.

Red 'Brake' button - this button is used to brake during a race. However, it also has menu functions in RCS64:

- Lights up the 'Ready' box before a race
- Stops car in pits
- 'Select' button in pit menu

WHO/DIGITAL 2018 Links & Resources



You may have noticed that most of the cars we run at WHO/digital are Scalextric. Follow Scalextric on social media or check their website for the latest products, news, tips and support.

RCS64 is the race management software we use at WHO/digital.

On pages ten and eleven we look at the main features of RCS64 and then look at the Truspeed wireless controller buttons used in RCS64 pit stops.

Every digital event starts with a practice session to get up to speed with RCS64.

The website is: www.rcs64.com



SlotForum

A fabulous discussion forum for all digital racers
www.slotforum.com

Swapmeets

Look out for fliers at the club or on social media. Swapmeets are great places to buy nice stuff at excellent prices.

PSR = PENDLE SLOT RACING =

Pendles sell a vast range of slot cars, accessories and spares. They offer good prices & service.

WHO/digital racers are also eligible for a 10% online discount on all full price items. Just enter the code **WHO76** at checkout.

www.pendleslotracing.co.uk



Morris Models in Lancing are our nearest official Scalextric retailer. They always have cars and accessories in stock and offer a discount loyalty scheme for all in-store purchases.

www.morris-models.co.uk

Paul Gage Tires

A pair of Paul Gage urethane tyres on your car is the perfect upgrade.

Paul produces sizes for a wide range of cars and in two compounds. The softest XPG compound works best on our tracks.

Paul is based in Canada and can be found on eBay at **Pauls-Slot-Car-Shop** and as paulgg132



George Turner is a master model maker. For not much more than a Scalextric car, you can buy one of his kits to build as a slot car.

Go on, you know you want to...

georgeturnermodels.com

DiSCA The Digital Slot Car Association

DiSCA brings together digital racers across the world with shared standards and some amazing events such as the annual oXigen Le Mans 24 hour race. Our GT4 Trophy is a DiSCA class and our BTCC build guidelines owe everything to the DiSCA touring car standards.

SLOT CAR MAGAZINE

Quite simply the best slot car magazine in the known universe... and a long-time supporter of Worthing HO Racing.

Available as an ebook & paper magazine.
slotcarmagazine.co.uk

WHO/DIGITAL website: www.who-digital.org.uk