

A full guide to

WHO/DIGITAL 2023

Race calendar, formats, build guidelines



RC564
RACE CONTROL SYSTEM

Driver
Seeding
Page 3

- Seven Wednesdays & Six Saturday events
- Expanded GT Championship
- Two New Tin-Top Saturdays
- Two Goodwood-themed Saturdays
- DiSCA oXigen taster day

Racing organised by the
Worthing HO Racing Club





2023 CALENDAR

Wednesday 18 January
Wednesday 15 February
Wednesday 15 March
Wednesday 19 April
Wednesday 17 May
Saturday 24 June
Wednesday 19 July
Saturday 12 August
Wednesday 16 August
Saturday 23 September
Saturday 14 October
Saturday 18 November
Saturday 16 December

Welcome to...

WHO/DIGITAL 2023

After a successful return to the Barn, we have exciting plans for the 2023 schedule. For those new to WHO/digital, here are the basics...

Hardware: All our digital racing uses the Scalextric Sport Digital system, with the C7042 Advanced Power Base and Pit Lane Pro sensors. Wireless Truspeed controllers are provided for all racers.

Software: The RCS64 race management system runs all WHO/digital races, using a selection of the RCS64 features including fuel consumption, tyre wear and weather changes (see page 4 for more).

Digital Driving School: Don't worry, full training is offered at the start of each event.

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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The Digital Slot Car Association exists to promote digital slot car racing and share best practice for governance of competition and car standards. Website: officialdisca.com

WHO/DIGITAL 2023 - The Quick Read...

In 2023, we'll continue to develop our digital racing by building on what we do best.

That means continuing with our Scalextric Sport Digital system, RCS64 race management software and Truspeed controllers for all our WHO/digital racing.

It also means enjoying the Scalextric cars and classes that have provided spills and thrills since 2014 - although we'll be creating more defined themes and events.

- The WHO Digital GT Championship takes a big leap forward this year. The six GT teams will have three two-hour Wednesday night races in January, March and May - with a four-hour climax to the championship in June. That Saturday will begin with a GT club car rotation to get us nicely warmed-up.
- We'll still have four of our Nascar & Pioneer Legends Wednesdays in February, April, July and August. These remain fantastic fun and are a perfect introduction to our Scalextric digital racing. Note a new 21.0mm minimum tyre diameter for Legends.
- Our traditional Digital Saturdays are now Tin-Top Saturdays and round off the year in November and December. They will feature a club car rotation, three-race BTCC competition, a Sierra-BMW team race, plus the Muscle Car Mondiale heats and feature format.
- The WHO Goodwood Revival is back in September 2023 with an identical schedule to the inaugural event. We'd like to add two more classes - a front-motor ready-to-run (RTR) GT pairs race and a 50's sports car team race. To make sure we get to enjoy all the classes every year, we've created a Goodwood Members' Meeting-style theme for our October Saturday...
- The Birkett Relay is a wacky event dating back to 1951. Each team runs a variety of cars during the race - and we will use this format to create a 4-hour team race that lets us enjoy cars from various WHO Digital classes, including Slot.it Group C. The day will start with a Goodwood class. The relay runs during the afternoon and includes at least one Goodwood team race class.
- One final highlight is a DiSCA oXigen taster day on Saturday 12 August. See page 5 for more details.

We hope these different themes will give an exciting ebb and flow to the year.

As always, we've tried to make our events accessible for new racers and an enjoyable challenge for old-timers. Full participation is possible without owning any car - and every event begins with practice and a 'Digital Driving School' session.



RACE FEES 2023

- Wednesdays: £3 (£2 under-16s)
- Saturdays: £6 (£4 under-16s)

A discounted season ticket will be available to cover all Digital events.

Younger racers are very welcome. As usual, we ask that racers under 13 years of age bring a responsible adult with them.



2023 DRIVER SEEDINGS

GOLD: Mike D, Alex, Ryan, Andy, Oliver & Simon

SILVER: Jean, Jeremy, Dean, Oli A, Pete, Matthew & Ed

BRONZE: everyone else**

** Regular DiSCA racers are seeded Silver, with DiSCA race-winners Gold.

WHO/DIGITAL 2023 Introduction to RCS64

RCS64 RACE CONTROL SYSTEM

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

There are detailed fact sheets and a video on the RCS of the WHO/digital website to help you understand how it all works.

Here is a summary of RCS64 and the key simulations we use.

Race Control System 64 is a slot car race management system designed for Scalextric Sport Digital and specifically for the C7042 advanced powerbase.

What does it do? RCS64 not only times the laps of the slot cars, but it simulates weather conditions, tyre wear and fuel use. RCS64 also simulates pit stops and penalises drivers who jump the start.

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

At WHO/digital we use RCS64 in different ways to simulate real-life motor racing formats like our BTCC championship and GT Championship.

Fuel simulation

- The faster you drive, the more fuel you burn
- The more fuel in your car, the slower your car will drive
- As you burn off fuel, the car will get quicker
- If you run out of fuel, you must pit!
- Refuel in the pits
- You can change tyres when you refuel.

Tyre simulation

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

Weather simulation

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

Team-work wins races

- There is plenty of information to digest during a WHO/digital race - data on the RCS64 monitors and announcements from race control.
- The key to a good result is to plan your race strategy and work as a team.
- While the driver is concentrating on driving, team mates can digest all the information about tyre wear, fuel levels and gaps to your nearest rivals.

● We have an *RCS64* page on our website ●

WHO/DIGITAL 2023 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.

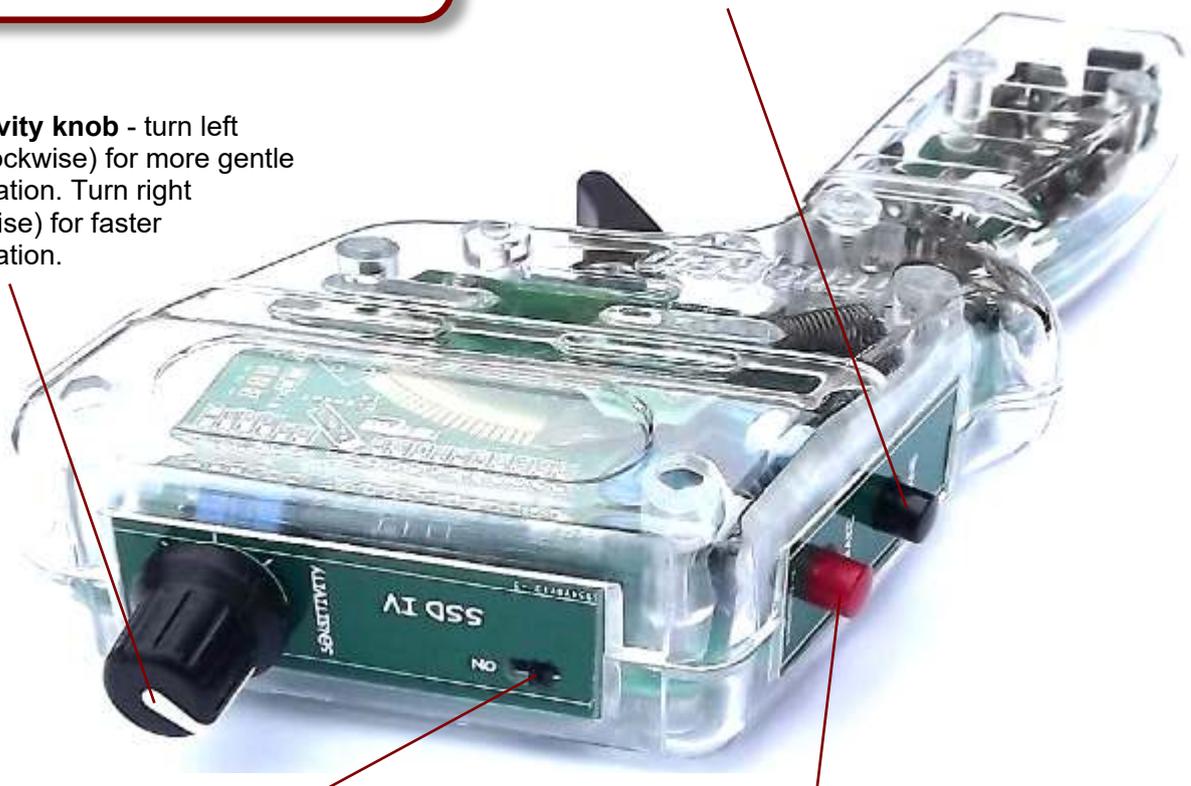
With wireless controllers, drivers can move around the track and get up close to the display monitors and to the pit lane.

The main features are explained here.

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

- Tyre choice before a race
- 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 correctly, 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
- 'Select' button in pit menu

DISCA OXIGEN TASTER DAY - SATURDAY 12 AUGUST

This is something we've been planning for a while - and finally we have a date when Gary will bring all his Slot.it oXigen expertise to the Barn!

The Saturday will be both an introduction to oXigen for WHO racers and a chance for oXigen users to try out RCS simulations with the Slot.it system. It will be a fun and competitive day of learning and racing. Keep an eye out for more details.



WHO/DIGITAL Nascar & Legends Wednesdays

Our Nascar & Legends Wednesdays are a perfect introduction to digital racing.

- All the evenings feature a Nascar club car team race, followed by a bring-your-own Pioneer Legends pairs race.
- You don't need to buy any digital equipment to enjoy these four evenings, although a Pioneer Legends Ford, Chevy or Dodge is a great first digital car to buy.
- During the evening we gradually introduce the tyre wear, fuel consumption and weather features of our RCS64 race management software. Team captains will introduce you to the nuts and bolts of digital racing - and to the subtleties of race strategy.
- Doors open at 6.30pm for practice and digital driving school. Teams are allocated and we start racing with evenly-matched club cars as near to 7pm as possible.
- An hour of action is divided into three or four segments of either 15 or 20 minutes, including driver changes every five minutes.
- Teams swap cars at each break - winners with last place, second with fifth etc. After an hour of racing, total laps are added up and prizes awarded at around 8.30.
- The Pioneer Legends cars are Digital Plug Ready (DPR) so are easy to convert to digital. To compete, racers must have their own - or the offer to share another driver's car. There are no club cars available. Full build guidelines are explained on the next page.
- The usual Legends format is two 8-minute qualifying heats, with a driver change at half-distance.
- The cars completing the most laps in their 8-minute qualifying automatically for a the feature race, the other six battle it out for the remaining places in an 8-minute 'B-Final'.
- In the unlikely event there are only six legends cars (or fewer), a single twenty minute race is held - a driver change window straddling the half-way point of the race.
- And that usually takes us up to 9.30pm - or sometimes a little later.
- Once you have a Nascar & Legends under your belt, then our GT Championship and Digital Saturdays will be a much easier learning curve!

NASCAR & LEGENDS

Wednesday 15 February

Wednesday 19 April

Wednesday 19 July

Wednesday 16 August



PREPARING A CAR FOR RACING

Out of the box, any slot car can be a bit hit and miss. At WHO, we like to keep cars fairly 'stock' - without modifications. We do remove traction magnets and most add a little weight to stabilise the car. However, there are plenty of tweaks to help a standard car perform much better. These two guides might help...

- Gary's video for Scalextric: <https://youtu.be/nod0pK00zvU>
- Andy's Scalextric Tuning Guide on the Jadlam blog: <https://blog.jadlamracingmodels.com/tag/scalextric-tuning/>

WHO/DIGITAL 2023 Pioneer Legends

Pioneer Legends is non-magnet racing using standard components. A minimum tyre diameter of 21.0mm is introduced for the 2023 season.

1. Digital Chip

Unmodified Scalextric C8515 EasyFit digital plug (any version).

2. Body

Body shells must be unmodified original equipment from the Pioneer Legends range: Ford, Chevy or Dodge. Windshield must be fitted. Engine and exhaust detail must be fitted. Front grille must be fitted. Hood must be fitted. Side bars and tread plates must be fitted. Other small parts may be omitted. All body components must be authentically decorated and presented. Unpainted or unfinished parts are illegal.

2a. Cockpit/interior

Original driver's cockpit must be fitted with all of the standard fittings - cockpit tray, steering wheel, driver torso & helmet, fire extinguisher and roll cage. All must be authentically decorated and presented.

3. Chassis

The chassis must be Pioneer original equipment, without modification, with one exception: to ensure fit and clearances of components. The body must be mounted to the chassis using the original fixing locations and methods. Screws and washers are free.

4. Motor

Motor must be unmodified Pioneer Typhoon 18,000rpm.

5. Gears, axles, bearings and wheels

Pinion gear must be Pioneer original equipment with 12 teeth. Spur gear must be Pioneer original equipment with 33 teeth. Axles, bearings and wheels must be Pioneer original equipment.

6. Tyres

Tyres must be original with minimum diameter of 21.0mm. Fronts may be varnished. Rears may be trued, but cannot be glued to the wheels. No tyre additives that leave residue on the tyres or track may be used.

7. Guides

Guide blade must be original Pioneer part. The guide blade may be trimmed to aid clearances.

8. Braids

Original pick-up braids must 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.

10. Rear track

The rear track - the width of the car across the rear wheels - must be a maximum of 65.0mm.

11. Minimum weight

Minimum overall weight is 82.0g.



Pioneer Legends

Legends Racing is a popular grassroots racing format around the world.

Real Legends cars are 5/8 scale racers based on pre-war Ford, Chevy and Dodge bodies, usually powered by a sealed 1250cc Yamaha engine pumping out 122bhp. They are exciting cars to drive and to watch.

The Pioneer Legends models all share the same chassis and components - only the bodies are different. They are available as ready-to-run cars with a range of liveries - or as white kits to paint and assemble.

In 2022, we saw a colourful grid of Pioneer liveries and home-made paint schemes.

Mechanically, the Legends are kept as near to stock as possible. Traction magnets will need to be removed and ballast may be added. For 2023, there is a minimum tyre diameter of 21.0mm.

The Legends cars are most fun racing over relatively short heats - we've chosen 8-minutes as ideal, with a driver change at half-way.



These guidelines have been based on standards developed by the Digital Slot Car Association. You'll find this logo on other WHO/digital build guidelines based on DiSCA standards

WHO/DIGITAL GT Championship 2023 Format

GT team races have always been a firm favourite at our Digital Saturdays. After tweaking the format for 2022, the series now has its own events - 2-hour races on three Wednesday evenings and a 4-hour championship finale at a GT Digital Saturday in June.

- The championship will use Scalextric models with our local interpretation of the DiSCA GT4 Scalextric Clubman regulations (see page 9).
- The championship will be run on four different Scalextric digital layouts, using RCS64 software and fuel, tyre and weather simulations.
- Only six teams will take part in the championship. These will be led by one of our Gold seeded drivers, with a deputy who can prepare the car or run the team on behalf of the Gold driver.
- Teams may use different cars during the season, but a car cannot be changed at an event after the Super-pole qualifying session has begun.
- Extra drivers are allocated to every team at each race, ensuring that everyone who attends can take part.
- Teams are Pro-Am - meaning that each team must have at least one Bronze-rated driver.
- A practice session of 30 minutes is available at each GT Championship event.
- A 3-minute Super-pole session sets the grid for the race and the fastest team earns an extra championship point. The team member who qualifies the car must drive the first stint of the race.
- Each driver must complete an equal number of 20-minute stints during the race - apart from a team of four (or five) in a 2-hour race.
- Double and triple stints are permitted.
- There is a designated driver change window every 20 minutes. The driver change must take place in the pit lane. The window is open for 60 seconds. A car changing drivers must not leave the pit before the window opens - or enter the pit after the window has closed. The 60-second countdown will be shown clearly by race control.
- Each team is responsible for a marshalling point on the circuit during qualifying and the race. Desertion of the marshalling post may result in a Stop-Go penalty.
- Cars must be fitted with a rear wing at all times during qualifying and the race. If the wing falls off, the team has five laps to replace it via a pit stop in the pit lane.
- The top three teams will receive a 'success penalty' at the next race. This will consist of a time penalty added at pit stops. The penalty depends on the race length.

More detailed sporting regulations for the GT Championship will be provided to the six team leaders before the start of the season..

Full car-build regulations are on the next page. With an oXigen chip fitted, any WHO/digital GT car will be eligible for DiSCA GT4 race events.

GT

WHO Digital GT Championship

2023



- Wednesday 18 January - 2 Hours
- Wednesday 15 March - 2 Hours
- Wednesday 17 May - 2 Hours
- Saturday 24 June - 4 Hours

- Six Pro-Am teams led by Gold drivers
- RCS64 with fuel, tyre & weather
- 20 minute driving stints
- Extended driver change window
- Tyre wear & fuel burn 25-30 minutes
- DiSCA GT4 Scalextric Clubman regs
- Balance of Performance
- Success penalties at each race



Driving standards

A reminder that the following are unacceptable and penalties can be applied:

- Intentional or excessive contact with another car
- De-slotting a car by driving into the back of it
- Intentionally stopping on the circuit
- Lane-changing to block a faster car while being lapped
- Aggressive behaviour - including shouting - towards fellow drivers, marshals or officials

WHO/DIGITAL GT Championship 2023 Regs

The WHO/digital GT Championship is for high-detail Scalextric DPR cars running to DiSCA GT4 Clubman Scalextric standards. These guidelines allow little or no modification to standard parts.

Note: Where freedom in parts is specified, this is to overcome poor availability of Scalextric spares.

1. Digital chip

Unmodified Scalextric C8515 EasyFit digital plug (any version) or Slot.it O201C1 'Type C' universal chip on DPR flap and set up for SSD mode.

2. Body

Must be a high-detail Scalextric model from the list below right. Rear wings must remain fitted at all times - and may be rubber mounted. Body to chassis mountings must not be lowered in any way. Tabs may be removed to aid body float. The body must be mounted to the chassis using the original fixing locations and methods. Screws and washers are free.

2a. Cockpit/interior

Original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may be trimmed for the benefit of fit and clearances. Some cars may use vac-formed interior - see BoP box.

3. Chassis

Chassis must be an original Scalextric chassis with either in-line or sidewinder motor orientation. PCR chassis are not allowed. Chassis modifications for fit and clearances of components are allowed. Any other non-specified modifications to the chassis are illegal.

4. Motor & Gears

All cars must be powered by an unmodified Scalextric 18,000 rpm S-can motor, which may be glued to the chassis. Gears must be standard Scalextric plastic items only - 9:27 for inline or 11:36 for sidewinder.

5. Wheels & Tyres

Wheels may be original Scalextric or 17.3mm diameter Slot.it plastic wheels, fitted with appropriate Slot.it inserts. Tyre compound may be rubber or urethane. Tyres may be glued and trued. Front tyres may be coated with varnish. No tyre additives that leave residue on the tyres or track may be used. Maximum width of rear tyres is 11.5mm. When viewed from above, tyre edges must be contained within the widest point of the wheel arch.

6. Axles & Bearings

Axles are free, but must be solid steel. Bearings and spacers are free, but only concentric plain bearings are allowed. Ball bearings are illegal.

7. Guides & Braids

The 'quick change' guide supplied with the car must be used. The guide blade may be trimmed to aid clearances. Original pick-up braids or 'robust' copper braids may 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 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. Lights & Wiring

Original headlights and rear lights must be fitted and working. For cars using a Slot.it Type C chip, the DPR loom may be removed and replaced with cables of your choice. A ferrite man must be fitted.



Balance of Performance (BoP)

From 2023, we will be experimenting with some 'Balance of Performance' tweaks to help make some uncompetitive cars a more attractive proposition.

For 2023, two models will be permitted to use vac-formed interiors:

- Bentley Continental GT3
- Ford Mustang GT4

The interiors must be suitably decorated and have a detailed driver head, shoulders, arms & steering wheel - plus the original roll cage.



Eligible cars list:

Aston Martin Vantage V12 GT3
Aston Martin Vantage V8 GT3
Audi R8 GT LM
Bentley Continental GT3
BMW Z4 GT3
Chevrolet Corvette C6R
Chevrolet Corvette C8R
Ferrari F430 GT2
Ford GT GTE
Ford Mustang GT4
Lotus Evora GT4
Maserati Trofeo GT MC (2010 model)
McLaren MP4 12C GT3
Mercedes AMG GT3
Mercedes AMG GT3 Evo
Porsche 911 RSR
Porsche 911 GT3R (2022 model)

**All cars must be 'high-detail' - set cars with blacked-out windows cannot be used*



WHO/DIGITAL Tin-Top Saturday Format

Our Tin-Top Saturdays are an evolution of our familiar all-day Saturday format - reviving the three-race BTCC simulation and using saloon cars for a 30 minute team race. The Slot.it Group C cars move to the October Birkett Relay Saturday.

Doors open for our digital Saturdays at 10am - racing starting at 10.30 and finishing by 5pm. The track is open for practice from 10am - and there will be a Digital Driving School for those new to digital racing and/or the RCS64 software.

Club Car Rotation: The racing starts sharp at 10.30 (don't be late!) with a club car rotation. In the rotation race, drivers spend two minutes with each of the six club cars. The aim is to squeeze as many laps out of each car, not forgetting to pit for fuel and tyres. This format is both a great introduction to digital racing and a perfect way to learn the track.

BTCC championship: Just like the real thing, Scalextric BTCC racing is very exciting. We simulate a BTCC race weekend with three 16-lap races through the day. Our format includes BTCC features such as option tyres, success ballast and a reverse grid for race three.

The BTCC day starts with a qualifying session that sets the grid for Race One - a series of six-car 16-lap heats that allows at least one car to 'step-up' into the next heat. The grid for Race Two is set by the result of Race One. Race Three is the reverse grid race, with the Race Two winner starting last, right down in the bottom heat.

There are no club cars available for BTCC, although there are occasionally loaners. Scalextric have several modern BTCC models in the Outlet section of their web store.

Tin-Top Team Race: A digital Saturday isn't the same without a nice long team race. The GT cars have moved to their own events and so the Scalextric Ford Sierra and BMW E30 models take their place as team race cars at the Tin-Top Saturdays. Six teams - each led by one of our Gold drivers - will compete for 30 minutes. Muscle Car Mondiale build regulations will be used for the Sierras and BMWs - lights must be fitted.

Muscle Car Mondiale: This class features a vast and eclectic bunch of Scalextric saloon and production touring cars. These represent cars that raced in every corner of the world before 1990. MCM is a single-driver race format and there are no club cars available. Suitable 'Classic Touring' cars are widely available, including in the Outlet section of the Scalextric web store. We use a format with three parallel 10-minute heats sending two cars each to a shorter 5-minute feature race. The heats are seeded according to the Club Car Rotation race results earlier in the day.

Build regulations for the BTCC and Muscle Car Mondiale classes can be found on the following two pages.

TIN-TOP SATURDAYS

18 November
16 December



WHO/DIGITAL 2023 Scalextric BTCC

The Scalextric BTCC class is non-magnet racing using DPR BTCC models (list opposite). These guidelines allow little or no modification to standard parts.

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. Tabs may be removed to aid body roll. 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 be trimmed for the benefit of fit and clearances.

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. Any screws may be used.

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 pick-up braids or 'robust' copper braids may 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 you require spares for your BTCC cars - wings, mirrors etc - let us know. Scalextric have kindly offered to help us out.



Honda Civic

C1372A Gordon Shedden 2016
C3734 Matt Neal 2015
C3783 Gordon Shedden 2015
C3860 Jeff Smith 2016
C3861 Matt Neal 2016
C3915 Matt Simpson 2017
C3919 Gordon Shedden 2017
C4015 Chris Smiley 2018
C4144 Sam Tordoff 2019
C4210 Jake Hill 2020
C4297 Gordon Shedden 2021
C4317 Jade Edwards 2021



MG

C3736 Jack Goff 2015
C3863 Josh Cook 2016
C3863 Rory Butcher 2018
C4143 Sam Osborne 2019



BMW

C1372B Jack Goff 2015
C3694A Colin Turkington 2014
C3735 Sam Tordoff 2015
C3784 Andy Priaulx 2015
C3862 Rob Collard 2016
C3914 Andy Jordan 2017
C3920 Colin Turkington 2017
C4018 Andy Jordan 2018
C4188 Colin Turkington 2019
C4194 Andy Jordan 2019
C4225 Colin Turkington 2020
C4306 Adam Morgan 2021



VW

C3737 Jason Plato 2015
C3864 Aron Smith 2016
C3918 Jake Hill 2017
C4016 Bobby Thompson 2018
C4174 Michael Crees 2019

WHO/DIGITAL 2023 Muscle Car Mondiale

Muscle Car Mondiale is for DPR-era Scalextric models of pre-1990 touring and production GT cars. A full list of eligible models is provided in the right hand column. These guidelines allow little or no modification to standard parts.

1. Digital Chip

Unmodified Scalextric C8515 EasyFit digital plug (any version).
Unmodified Scalextric C7005/6 retro-fit chip for non-DPR models.

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. Tabs may be removed to aid body float. The original windscreen and window glass must remain fitted. Bodies may be repainted. All cars should carry at least three racing numbers. The body must be mounted to the chassis using the original fixing locations and methods. Any screws and washers may be used.

2a. Cockpit/interior

Original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may be trimmed for the benefit of fit and clearances.

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 one of the following motors:

- **Scalextric** standard 18,000 rpm 'S' can (FC130) motor.
- **FF-050 motor** - original Scalextric slim-can motor may be replaced with lower-revving version such as the PSR AC1.

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

Cars must use the 'quick change' guide supplied with the car. The guide blade may be trimmed to aid clearances.

8. Braids

Original pick-up braids or 'robust' copper braids may 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 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.

10. Lights & wiring

Original headlights and tail-lights should remain, if fitted.



Eligible cars list:

AMC Javelin
Austin Mini 1275GT
Austin Mini Cooper S
Austin Mini Miglia
BMW E30 M3
Chevrolet Camaro - 1969, 71 & '79
Chevrolet Camaro IROC-Z
Chevrolet Corvette L88
Chevrolet Monte Carlo Nascar '86
Chrysler Hemicuda
Dodge Challenger
Dodge Charger
Ford Capri MK3
Ford Lotus Cortina
Ford Escort Mk1 & Mk2
Ford Falcon XW, XY, XB, XC
Ford Mustang - 1965 and BOSS 302
Ford Sierra RS500
Ford Thunderbird Nascar '86
Holden Torana A9X
Jaguar E-Type
Jaguar XJ-S
Mercury Cougar
MGB
Morris Mini Cooper S
Plymouth Barracuda
Porsche Carrera 911 3.0 RSR
Rover Vitesse SD1
Shelby Cobra 289
VW Beetle

**Set cars with blacked-out windows will require a 5g weight to be added to the cockpit tray.*



WHO/DIGITAL Birkett Relay Saturday Format

The Birkett Relay Six Hour race is a quirky, but quite magnificent format that has run since 1951. It currently runs at Silverstone each year, organised by the 750 Motor Club.

The basic idea of the relay is that each team runs several cars during the event - a handicap system meaning a vast array of cars appear on the track at the same time and no-one quite knows who has won until after the chequered flag has fallen.

Our WHO version of the Birkett relay will simplify things a bit - at least for the first year! Over four hours, each team will race one car from four different WHO classes - a mix that can change each year.

In 2023, we'll be running these four classes, each designed to fit into the looser Goodwood Members' Meeting classic racing vibe and racing on our Goodwood-inspired layout...

- Goodwood Sussex Trophy
- Slot.it Group C (regulations on the next page)
- Scalextric Ford Sierra or BMW E30 to MCM regulations
- Goodwood Whitsun Trophy, also including 1967-69 cars.

The Sussex Trophy cars will all race in the first hour. After that, teams can run their other cars in any order they want - as long as each car runs for the full hour. An important heads-up: the final hour will be run in the dark!

As in the GT championship, teams are Pro-Am driver line-ups with equal driving time across the four hours. One driver may triple stint to race an entire hour with one car. Of course, that will use up their entire time allocation in a 4-driver team.

Each 'hour' will be a separate event in the RCS64 software, with a 58-minute race time and a two-minute turn-around when the new car replaces the previous one on the track - exactly where the previous one has stopped.

Our Birkett Relay day is a continuation of September's Revival meeting. We start the morning in 2023 with the RAC TT Celebration for ready-to-run (RTR) front-motored early-1960s GT cars. The TT runs as a pairs race - a short qualifying session followed by step-up finals.

In future years, the Sussex Trophy and Kinrara Trophy cars will take turns as the September team race - with the other running as the first hour of the relay in October.

Likewise, the RAC TT Celebration will swap between the two events - starting the day in October or racing before lunch in September.

We'll be looking at creating a regular set of six teams for the Birkett Relay - and they won't necessarily be linked to our Gold seeded drivers. If you're interested in creating your own Birkett team, let us know.

BIRKETT RELAY 2023
Saturday 14 October





The WHO/digital Group C class is for ready-to-run Slot.it Group C cars prepared within these guidelines, based on the DiSCA Group C rules. These guidelines allow little or no modification to standard parts. Eligible models are listed in the right-hand column.

1. Digital chip

Unmodified Slot.it SP15B SSD chip or Slot.it O201c1 chip in SSD mode

2. Body

The body shell must be Slot.it original and unmodified. Body may be re-painted in authentic Group C livery. Unpainted bodies are not allowed. The original detailed driver cockpit must be used. All lenses and glass must be original and present. All spoilers and wings must be original and present. Vulnerable parts may be rubber-mounted. The minimum allowed weight for the body, without screws, is 18.0g

3. Chassis

Chassis must be original and unmodified, as supplied with the model from new. Motor mount must be Slot.it CH70 inline offset reverse motor mount with CH56 bearing. Suspension kit Slot.it CH47b is allowed on the rear motor mount fixing points only. Front axle may be set with spacers, grub screw or CH56 bearing only. Body must be mounted to the chassis using the original fixing locations and methods. Any screws and washers may be used. Body screws must be taped over.

4. Motors & transmission

Motor must be Slot.it MN06 or MX16, as supplied with the model. Motor cans must be insulated from the circuit rails. Motor may be screwed to motor mount. Any other modification to a motor is illegal. Pinion gear must be Slot.it PI09. Spur gear must be Slot.it GI28bz.

5. Wheels

Front wheels must be PA17pl fitted with insert. Rear wheels must be PA43als fitted with insert. Wheels and inserts may be painted. Wheel inserts must be fitted at all times. Any other modification to a wheel is illegal.

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. Magnets & ballast

Traction magnets are illegal and must be removed. Ballast is allowed - lead sheet, tungsten ballast (eg Slot.it SP23) or tungsten putty may be used - provided that it is placed within the confines of the body and chassis and is firmly fixed in place.

8. Axles

Maximum width is 62.0mm. When viewed from above, tyre edges must be contained within the widest point of the wheel arch. Axles must be Slot.it PA01-54. Axle bearings must be Slot.it CH56.

9. Guide & braid

Guide flag must be Slot.it CH26 or CH66, and must not be modified. Cables, braid and connectors are free. Braid must be trimmed to a length shorter than the guide flag.

10. Lights

Headlights and/or brake lights may be fitted, but are not required.



Eligible Slot.it models:

Porsche 956LH - CA02

Porsche 962C - CA03

Sauber C9 - CA06

Jaguar XJR9 - CA07

Lancia LC2 - CA08

Porsche 956KH - CA09

Jaguar XJR12 - CA13

Mazda 787B - CA15

Porsche 962C KH - CA17

Toyota 88C - CA19

Lancia LC2/85 - CA21

Porsche 962 IMSA - CA25

Nissan R89C/R90CK - CA28

Porsche 962LH (late) - CA34

Toyota 86C / 63C - CA41

Jaguar XJR10 - CA42

Porsche 962C 1991 - CA52



WHO/DIGITAL Goodwood Revival 2023

At our Goodwood Revival Saturday we race models of cars from the 1948-1966 era, when the Goodwood racing circuit in West Sussex held regular national and international race meetings.

The aim of the day is to recreate the atmosphere of the Goodwood Revival historic racing festival that has been held since 1998. Our racing uses the Scalextric Sport Digital system and RCS64. Cars will be run without traction magnets and may be modern ready-to-run models, kits or scratch-builds. We race on a layout inspired by the Goodwood Motor Circuit and featuring a single-lane chicane.

Club Car Rotation: Six race-prepared Goodwood Revival club cars race for two minutes by each driver. The total laps completed will count towards the final result.

St Mary's Trophy (Parts I & II): A two-part pairs race (one ten-minute heat per driver) for 4-seat, hard top saloon cars 1948-1966. The aggregate of the two drivers' scores count towards the final result. RTR models by Scalextric Carrera and Revell with standard S-Can motors or FF as fitted. Also George Turner kits (GTM chassis) or other bodies with PCS32 chassis. Wheel & tyre width: Minimum 5mm, maximum 10mm.

Richmond Trophy: An individual sprint race for front-engined 2.5-litre Grand Prix cars 1948-1960 to include George Turner kits, plus Cartrix and Scalextric RTR cars. Wheels & tyres: minimum diameter 19mm, minimum width 5mm, maximum width 7.5mm. Rear track must not exceed a maximum overall width of 55mm.

Whitsun Trophy: An individual race for Sports Prototype and Can-Am cars to 1966, including various RTR models and George Turner kits. Maximum tyre width 10mm..

Kinrara Trophy: A 45-minute team race for 1959-64 closed-cockpit GT cars. Must have headlights fitted and use a Scalextric or PSR AC6 S-can motor. A 3D-printed chassis with Slot.it pod (inline or Sidewinder) may be used, or suitable George Turner cars with resin chassis. Wheels & tyres: minimum diameter 19mm, minimum width 5mm, maximum width 7.5mm.

RAC TT Celebration: A pairs race (with driver change) for 1959-64 closed-cockpit GT cars featuring front-motored RTR models by Scalextric, Revell and Fly, using original wheels.

Sussex Trophy: A 45-minute team race for 1950-59 World Championship sports cars and production sports racing cars featuring kits by George Turner, Racing Replicas, OCAR etc using a Scalextric or PSR S-can motor. Wheels & tyres: minimum diameter 19mm (front) 21mm (rear), minimum width 5mm, maximum width 7.5mm. Maximum overall width of car 57mm.

Motors. From 2023, all built kits and scratch built cars must be powered by either a standard Scalextric C8146 S-Can motor or the Pendles PSR AC6 double-shaft can. Kits requiring a slim can motor should use the PSR AC1 can.

Slot.it and Policar models are now eligible for the Whitsun Trophy, but must be run as with a built kit - using a Scalextric or PSR AC6 motor and Scalextric gear ratios.



2023 Calendar

Revival - 23 September

Club Car Rotation
Richmond Trophy (individual)
St Mary's Trophy (pairs)
Kinrara Trophy (team)
Whitsun Trophy (individual)

Birkett Relay - 14 October

RAC TT Celebration (pairs)
Sussex Trophy (team)
Whitsun+ (team)

You can find build regulations for all these classes in the next few pages.

The Whitsun cars running in the October relay can be models of cars that competed up to 1969 - beyond the usual Revival cut-off date.

Concours d'Elegance

During and after lunch, a Concours d'Elegance competition will be held for all the cars that have been built or re-liveried for the day. Everyone will get to vote on their favourite-looking car and a prize will be presented.

Dressing up

Dressing up in the style of the 1950s or 60s is a fun part of the real Goodwood Revival. Fancy dress is not compulsory, but is encouraged - even a old-fashioned hat or a retro T-shirt would be great.

Classic Slot Car Racing Association

We are basing our Goodwood Revival build guidelines on the superb CSCRA rules. These encourage competitive racing while ensuring some exquisite-looking classic cars - exactly what we're hoping for.

The St Mary's Trophy is a two-part pairs race (one 20-minute heat per driver) for saloon cars 1948-1966. Ready to Run (RTR) cars and kits can be run. All cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C8515 EasyFit Digital Plug (any version), C7005/6 Retro-Fit Digital chip or Slot.it SP15B for non-DPR cars.

2. Body

For RTR cars, bodies, windscreens, window glass, interiors and all detailing parts must be used complete and unmodified. Kits must have hard plastic or resin bodies, but may use vacuum-formed windows. All cars should be decorated in a suitable period style and must carry at least three racing numbers.

2a. Cockpit/interior

For RTR cars, 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. Kits may use a vacuum-formed interior, suitably decorated and with a detailed driver head, plus shoulder, arms & steering wheel.

3. Chassis

RTR chassis must be original and 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. George Turner kits must use the supplied resin chassis. Other kits must use the PCS32 chassis.

4. Motors & Motor Mounting

Kits must use standard Scalextric or PSR AC1 or AC6 motors. RTR cars must use motor supplied or the PSR AC1 or AC6. Motors must be mounted in the original motor mounts. Motors may be glued into place.

5. Gears, axles and bearings

RTR cars should run with the gears, axles and bearings they come with. Kits can use any make of components, but must use a standard Scalextric gear ratio:

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

6. Wheels and tyres

Wheels may be plastic or alloy with suitable wheel inserts fitted. Tyre width: Minimum 5mm, maximum 10mm. The width is measured as the contact area with the track. 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

RTR stock guide as per chassis. Kits may use any standard-depth (not wood track) guide.

8. Braids

Original pick-up braids or 'robust' copper braids may 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 or tungsten putty) 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.



Suggested cars list:

Scalextric

1959 Mini Cooper Mk1
1963 VW Beetle
1963 Ford Lotus Cortina Mk1
1965 Ford Mustang

Revell-Monogram

1963 Ford Galaxie 500
1963 Lotus Ford Cortina Mk1
1965 Ford Galaxie 500
1965 Ford Mustang GT350

Carrera

1956 Ford Thunderbird 'Blown Bird'
1957 Chevrolet Bel Air Coupé
1960 Plymouth Fury
1965 Ford Mustang GT350

George Turner Models

1953 Ford Popular road car*
1954 Jaguar Mk7
1956 Austin A35 road car (SAL301)*
1957 Jaguar Mk1
1958 Austin A40 Farina (SAL151)*
1958 Volvo PV544
1963 Ford Galaxie 500
1963 Lotus Ford Cortina Mk1
1964 Ford Falcon Sprint
1965 Ford Mustang GT
1965 Frazer Imp*
1965 Mini Marcos
**flared wheel arch models not allowed*

Pendles Kits

1953 MG Magnette ZA
1956 Ford Zephyr Mk2
1956 Morris Minor
1956 Morris Oxford
1956 Renault Dauphine
1960 Ford Anglia road car
1962 Alfa Romeo Giulia

OCAR kits

1964 Fiat 500 Abarth

If you are planning to run a car not on this list, please contact us first.

The Richmond Trophy is an individual sprint race for front-engined 2.5-litre Grand Prix cars 1948-1960. Ready to Run (RTR) cars and George Turner kits can be run. All cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C8515 EasyFit Digital Plug (any version), C7005/6 Retro-Fit Digital chip or Slot.it SP15B for non-DPR cars.

2. Body

For RTR cars, bodies, windscreens, interiors and all detailing parts must be used complete and unmodified. George Turner kits have resin bodies and vacuum-formed windows. All cars should be decorated in a suitable period style and must carry at least three racing numbers.

2a. Cockpit/interior

The original cockpit must be used - including a full driver and all detailing parts. The cockpit may be trimmed for the benefit of fit and clearances.

3. Chassis

RTR chassis must be original and 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. George Turner kits must use the supplied resin chassis.

4. Motors & Motor Mounting

Kits must use standard Scalextric or PSR AC1 or AC6 motors. RTR cars must use motor supplied or the PSR AC1 or AC6. Motors must be mounted in the original motor mounts. Motors may be glued into place.

5. Gears, axles and bearings

RTR cars should run with the gears, axles and bearings they come with. Kits can use any make of components, but must use a standard Scalextric inline gear ratio: 9T pinion & 27T crown gear.

6. Wheels and tyres

Wheels may be plastic or alloy with suitable wheel inserts fitted. Tyre width: Minimum 5mm, maximum 7.5mm. The width is measured as the contact area with the track. Minimum diameter: 19mm (front) 21.5mm (rear). 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 may be used.

7. Guides

RTR stock guide as per chassis or SureChange guide (see page 20). Kits may use any standard-depth (not wood track) guide.

8. Braids

Original pick-up braids or 'robust' copper braids may 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 or tungsten putty) 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.

10. Width

Rear track width must not exceed 55mm.



Eligible cars list:

Scalextric

Ferrari 375
Maserati 250F
Vanwall F1

Carrera

Ferrari D50

Cartrix

Alfa Romeo Alfetta
Alfa Romeo 158
Aston Martin DBR4
BRM P-25
Bugatti T351
Ferrari F555
Gordini T32
Lancia-Ferrari D50
Lotus 16
Maserati 250F
Mercedes W196
Scarab F1
Talbot-Lago
Vanwall F1

George Turner Models

Alfa Romeo 8C
Alfa Romeo 12C
Alfa Romeo 158
Austin Twin Cam
BRM T25
Connaught A-Series
Cooper Bristol
ERA
Ferrari 500 F2
Ferrari 801
Gordini T16
Lancia-Ferrari D50
Maserati 4CLT
Maserati 250F
Mercedes W125
Mercedes W196
Talbot Lago

If you are planning to run a car not on this list, please contact us first.

An individual race for Sports Prototype and early Can-Am cars to 1966. Ready to Run (RTR) and kits can be run. All cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C8515 EasyFit Digital Plug (any version), C7005/6 Retro-Fit Digital chip or Slot.it SP15B for non-DPR cars.

2. Body

For RTR cars, bodies, windscreens, window glass, interiors and all detailing parts must be used complete and unmodified. Kits must have injection-moulded plastic, fibreglass or resin bodies and may use vacuum-formed windows. All cars should be decorated in a suitable period style and must carry at least three racing numbers.

2a. Cockpit/interior

For RTR cars, original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may be trimmed for the benefit of fit and clearances.. Kits may use a vacuum-formed interior, suitably decorated and with a detailed driver head, plus shoulder, arms & steering wheel.

3. Chassis

RTR chassis must be original and 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. George Turner kits must use the supplied chassis. Other kits must use the PCS32 chassis.

4. Motors & Motor Mounting

Kits, Policar & Slot.it models must use standard Scalextric or PSR AC6 motors. RTR cars may use motor supplied or the PSR AC1 or AC6. Motors must be mounted in the original motor mounts. Motors may be glued into place.

5. Gears, axles and bearings

Cars can use any make of components, but must use a standard Scalextric gear ratio:

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

6. Wheels and tyres

Wheels may be plastic or alloy with suitable wheel inserts fitted. Tyre width: Minimum 5mm, maximum 10mm. The width is measured as the contact area with the track. Minimum diameter: 18mm (front) 20mm (rear). 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

RTR stock guide as per chassis. Kits may use any standard-depth (not wood track) guide.

8. Braids

Original pick-up braids or 'robust' copper braids may 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 or tungsten putty) 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.



Suggested cars list:

Scalextric

1964 Ford GT40
1966 Ford GT40 Mk2
1966 Ferrari 412P

Carrera

1964 Porsche 904
1965 Ferrari 356 P2

Fly

1964 Ford GT40
1965 Ferrari 250LM
1966 Ford GT40 Mk2
1966 Porsche Carrera 6

MRRC

1964 Porsche 904
1966 Porsche 910

Policar**

1966 Ferrari 412P (18k motor)

Revell-Monogram

1963 Chaparral 2A
1963 Cooper T61 'Monaco'
1965 Lola T70 Mk2 Spyder

Slot.it**

1964 Ford GT40 (18k motor)
1966 Ford GT40 MkII (18k motor)
1966 Chaparral 2E (18k motor)

George Turner Models**

1963 Chaparral 2A
1964 Lotus 30
1964 McLaren M1A
1965 Lotus 40
1966 Chaparral 2D

Pendles Kits**

1965 Lola T70 Mk2 Spyder

Betta & Classic fibreglass bodies**

1963 Zerex Cooper Olds*
1966 Ferrari 330 P3*
1966 McLaren Elva Mk2*

** Detailing parts must be added.*

*** Must use 18k Scalextric or PSR AC6 and Scalextric gear ratio.*

The Kinrara is a 45-minute team race for 1959-64 closed top GT cars. Ready to Run (RTR) and kits can be run, RTR cars may use 3D-printed chassis and must use a 18k Scalextric or PSR motor. All cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C8515 EasyFit Digital Plug (any version), C7005/6 Retro-Fit Digital chip or Slot.it SP15B for non-DPR cars.

2. Body

For RTR cars, bodies, windscreens and window glass must be used complete and unmodified. Kits must have injection-moulded plastic or cast resin bodies and may use vacuum-formed windows. All cars should be decorated in a suitable period style and must carry at least three racing numbers.

2a. Cockpit/interior

All cars may use a vacuum-formed interior, suitably decorated and with a detailed driver head, plus shoulders, arms & top of steering wheel.

3. Chassis

RTR cars may use their original chassis. RTR cars may alternatively use a 3D-printed chassis, designed and marketed for the specific model and for a Slot.it motor pod. The chassis must be available for sale on Shapeways. George Turner kits must use the supplied resin chassis.

4. Motors & Motor Mounting

All cars must use unmodified Scalextric Mabuchi S18k motor or PSR AC6 double-shaft can. 3D-printed chassis must use a genuine Slot.it inline or sidewinder motor pod. Motors may be glued into place. Motor cans in Slot.it pods must be insulated from the circuit rails.

5. Gears, axles, bearings, screws and wires

Cars can use any make of components, but must use a standard Scalextric gear ratio:

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

6. Wheels and tyres

Wheels may be plastic or alloy with suitable wheel inserts fitted. Tyre width: Minimum 5mm, maximum 7.5mm. The width is measured as the contact area with the track. Minimum diameter: 19mm (front) 21mm (rear). 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

Cars may use any standard-depth (not wood track) guide.

8. Braids

Original pick-up braids or 'robust' copper braids may 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 or tungsten putty) 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.

10. Lights

Cars must be fitted with working headlights - rear lights are recommended. The lights must work while the car is under power.



Eligible car list:

Scalextric

1962 Ferrari 250 GTO
1963 Jaguar E Type
1963 AC Cobra 289 Hardtop

Fly

1962 Ferrari 250 GTO (OFR)*
1963 Alfa Romeo TZ2 (OFR)*

MRRRC

1962 Shelby Cobra Hardtop (NR3)*

Ninco

1959 Austin Healey 3000 (Amato)*
1962 Shelby Cobra Hardtop (i3D)*

Revell-Monogram

1962 Ferrari 250 GTO LM (NR3)*
1963 Jaguar E Type (OFR + NR3)*
1963 Corvette Grand Sport (OFR)*
1964 Shelby Cobra Daytona (OFR)*

George Turner Models

1959 Austin-Healey 3000
1960 Porsche 356 Coupé
1961 Corvette C1
1961 Jaguar E Type
1962 AC Cobra Hardtop
1963 Corvette Grand Sport
1963 Jaguar Lightweight E Type
1964 Iso Griffo A3C Bizzarrini

***3D-printed chassis available:**

OFR - Olifer chassis

NR3 - National Racers 3D

i3D - i3D Slot

Amato - Amato Slot Car Design
(Slot.it pod versions only)

Kinrara Trophy entry procedure

The race will have a maximum of six entries. Once the six places are filled, any extra entries will be placed on a reserve list.

The RAC TT Celebration race for 1959-64 closed top GT cars.
Front-motor Ready to Run (RTR) models using mostly original components. Cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C7005/6 Retro-Fit Digital chip or Slot.it SP15B.

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. Tabs may be removed to aid body float. The original windscreen and window glass must remain fitted. Bodies may be repainted. All cars should carry at least three racing numbers. The body must be mounted to the chassis using the original fixing locations and methods. Any screws and washers may be used.

2a. Cockpit/interior

Original cockpit must be used and include full driver, roll bar and all detailing parts. The cockpit may be trimmed for the benefit of fit and clearances.

3. Chassis

Only front-motored models are eligible with a chassis originally intended for the body being used. 3D printed 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

Only cars with front-mounted S-Can motor are eligible for this class. All cars must be powered by unmodified original or manufacturer's replacement motor and drive-shaft. Motors must be mounted in the original motor mounts. Motors and drive-shaft bearings may be glued into place.

5. Gears, axles, bearings and wires

Cars must use original or manufacturer's replacement parts. Bearings may be glued into place.

6. Wheels and tyres

Original front and rear wheels must be retained. Tyre width: Minimum 5mm, maximum 7.5mm. The width is measured as the contact area with the track. Minimum diameter: 19mm (front) 21mm (rear). 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

Cars must use either original guide or a SureChange guide to hold the lane-changing LED. A SureChange guide is the preferred way to convert a front-motored model to digital.

8. Braids

Original pick-up braids or 'robust' copper braids may 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 or tungsten putty) 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.

10. Lights

Cars may be fitted with working front and rear lights.



Eligible car list:



Scalextric

1962 Ferrari 250 GTO
1963 Jaguar E Type
1963 AC Cobra 289 Hardtop



Revell-Monogram

1962 Ferrari 250 GTO LM
1963 Jaguar E Type
1963 Corvette Grand Sport
1964 Shelby Cobra Daytona



Fly

1962 Ferrari 250 GTO
1963 Alfa Romeo TZ2

SURECHANGE GUIDES

SureChange guides are available from the WHO/digital club shop. We will sell them at cost price.

The Sussex Trophy is a 45-minute team race for 1950-59 World Championship sports cars and production sports racing cars featuring kits and some RTR cars using a Scalextric or PSR S-can motor. All cars must be prepared within these guidelines:

1. Digital Chip

Unmodified Scalextric C7005/6 Retro-Fit Digital chip or Slot.it SP15B.

2. Body

For RTR cars, bodies, windscreens, window glass, interiors and all detailing parts must be used complete and unmodified. Kits must have hard plastic or resin bodies, but may use vacuum-formed windows. All cars should be decorated in a suitable period style and must carry at least three racing numbers.

2a. Cockpit/interior

For RTR cars, 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. Kits may use a vacuum-formed interior, suitably decorated and with a detailed driver head, plus shoulder, arms & steering wheel.

3. Chassis

RTR chassis must be original and 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. George Turner kits must use the supplied chassis. Other kits must use the PCS32 chassis.

4. Motors & Motor Mounting

All cars - kits and RTR - must use standard Scalextric or PSR AC6 motors. Motors must be mounted in the original motor mounts. Motors may be glued into place.

5. Gears, axles and bearings

RTR cars should run with the gears, axles and bearings they come with. Kits can use any make of components, but must use a standard Scalextric gear ratio - Sidewinder - 11T pinion & 36T spur gear. Inline - 9T pinion & 27T crown gear.

6. Wheels and tyres

Wheels may be plastic or alloy with suitable wheel inserts fitted. Wheels & tyres minimum diameter 19mm (front) 21mm (rear), minimum width 5mm, maximum width 7.5mm. 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

RTR stock guide as per chassis. Kits may use any standard-depth (not wood track) guide.

8. Braids

Original pick-up braids or 'robust' copper braids may 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 or tungsten putty) 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.

10. Width

Must not exceed 57mm at any point.



We would very much like to see a grid of fabulous kits and scratch-builds for this class. A limited number of RTR cars are included.

Suggested cars list:

George Turner Models

1948 Frazer Nash Le Mans
1950 Allard J2
1950 Aston Martin DB2
1952 Cunningham C4R/K
1953 Lancia D24
1953 Aston Martin DB3S
1954 Jaguar D-Type
1955 Maserati 300S
1955 Porsche 356A
1955 Morgan 4/4 Series 2
1956 Aston Martin DBR1
1958 Lister-Jaguar Knobbly
1958 Austin Healey Frogeye
1959 Sunbeam Alpine

Racing Replicas

1955 MG MGA
1956 Austin Healey 100

OCAR Scale Replicas

1950 Aston Martin DB2
1950 Cadillac Series 61 Le Mans
1952 Cunningham C4R
1953 Nash-Healey Le Mans
1957 Lotus Elite
1959 Maserati Tipo 60/1 Birdcage
1959 Lister-Jaguar Costin

Scalextric

1955 Mercedes-Benz 300 SLR

Carrera

1954 Maserati A6GCS
1955 Mercedes-Benz 300 SLR

Ninco

1957 Ferrari 250TR (S-Can chassis)

If you are planning to run a car not on this list, please contact us first.

WHO/DIGITAL 2023 Links, Resources & Shop



Uncle Mike's Speed Shop

Mike casts his tyres from soft urethane rubber and these make ideal racing tyres for our Scalextric Sport track surface.

Price per pair is £3.00

His range includes tyres for many Scalextric and Carrera models, the standard Slot.it and NSR wheel sizes. That covers most of the cars we run at Digital Saturdays, including many of the Goodwood Revival classes.

WHO/DIGITAL Shop

Our WHO/digital shop is fairly small. We'll always keep a stock of Uncle Mike's urethane tyres, wire, eyelets and copper braid. We also stock the electronic components to make 'ferrite men'.

- Copper braid (60cms) - £1.00
- Flexible silicone motor wire (1m) - £1.00
- Eyelets for guide wire (four) - £1.00
- Ferrite Man (capacitor + ferrite filter) - 50p
- SureChange guides - tbc

If we spot digital chips going cheap, we'll snap some up for the shop. Do tell us if there's anything else you'd like to see.



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 ask at any WHO event or email us.

www.pendleslotracing.co.uk



We have a 10% discount code for www.jadlamracingmodels.com

Swapmeets

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



Goodwood is our local circuit and some of us spend time there as track marshals or event volunteers.

If you'd like more info about getting involved, just ask at any WHO event.

www.goodwood.com



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



The Digital Slot Car Association brings together digital racers across the world with shared standards and some amazing events, such as the annual oXigen Le Mans 24 hour race.

For more details:

www.officialdisca.com

The Engine Shed



The Engine Shed is a wonderful shop next to Ford railway station. As well as trains, slot cars and slot car spares are available (just ask if you can't see what you want). They also host the annual AutoFest in October.

www.gaugemasterretail.com

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