

Farroun Slot Cars 2022 Survey for 2023

10/15/2021

Farrout Slot Car Club Survey 2022 for 2023

- Surveys have been done – mostly annually – since 2004
- Comments are not edited or all are presented back to the members
- We typically have Round 1, with Round 2 if items need to be decided

Goals

- To get everyone's POV and to allow all members to see the POV's of other members
- To get specific feedback and ratings of current classes, tracks and feedback on various ideas we might consider
- 2022 – 45 responded to the survey, 82% completed all 9 questions

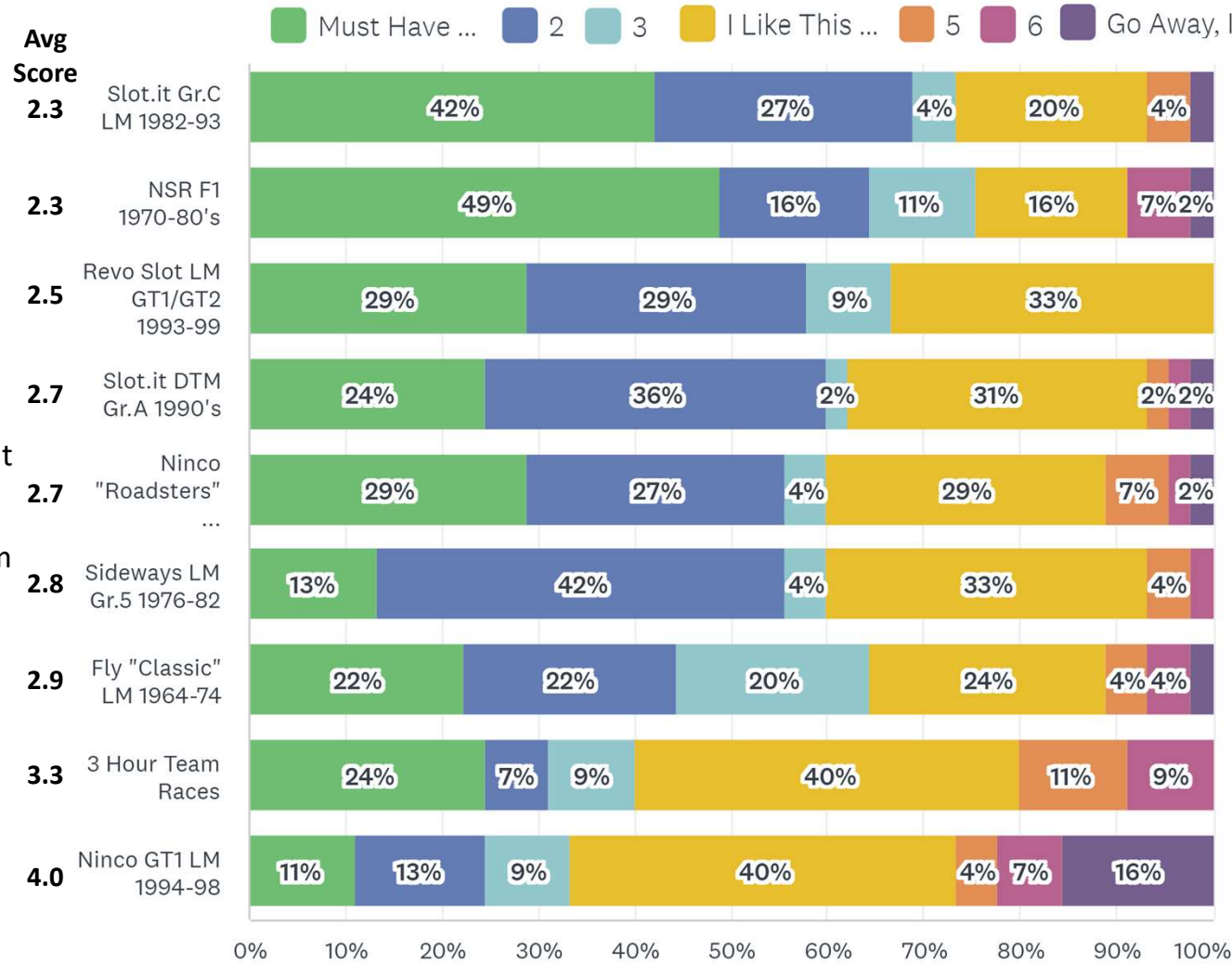
Classes Ranked by Avg Score

We have clear support for 7 of 9 classes. They scored 69%-44% in Top 2 Box and 73%-59% overall positive.

Two classes have distinctly lower Top 2 scores but also had the largest group of middle level votes (4 of 7)

- Slot.it LM Gr.C:** highest Top 2 Box score 69%; 1% in Bottom 2 Box
- NSR F1** surprised: Top 2 65%, 7% Bottom 2 but a lot of passion. Highest Top Box score of 49% and overall positive of 76%!
- Revo Slot LM GT2/GT1:** 58% Top 2; 0% Bottom 2
- Slot.it DTM/Gr.A:** 60% Top 2; 4% Bottom 2
- Ninco LM 1950's:** 56% Top 2; 4% Bottom 2
- Sideway LM Gr.5:** 55% Top 2; 2% Bottom 2
- Fly LM 1960's:** 44%% Top 2; 6% Bottom 2
- 3Hr Team Races:** 31% Top 2; 9% Bottom 2
- Ninco LM GT1:** 24% Top 2; 23% Bottom 2

We will be dropping the Ninco GT1 class

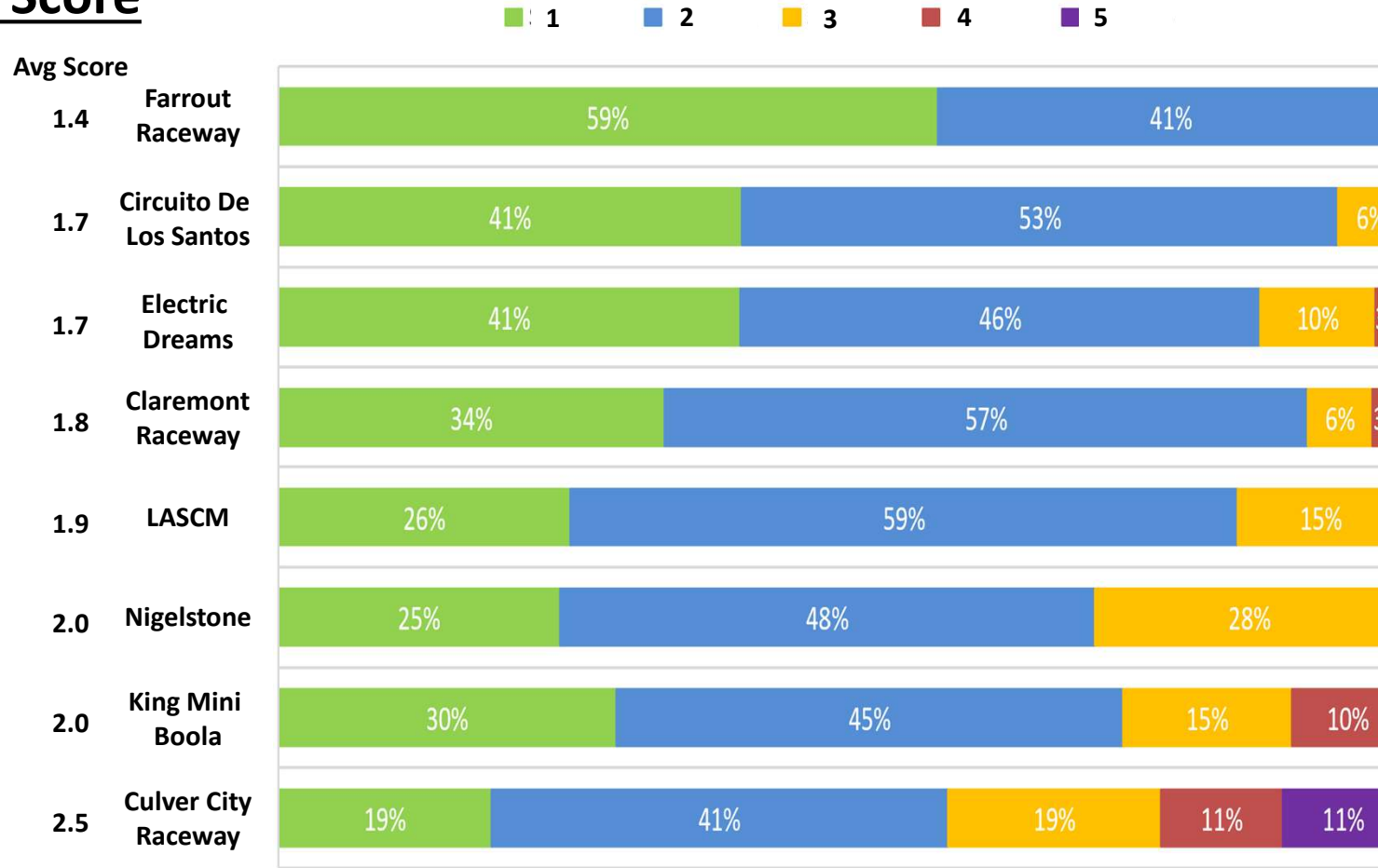


Each person voted each class from 1 (Best) to 7 (Worst). 4 is the mid-point ("I like this but I am cool either way"). 2 top & bottom are usual ways to gauge passion (for and against) a given question. Overall Positive (top 3) is a broader measure.

Tracks Ranked by Avg Score

All tracks got more than 50% Top 2 votes out of 5

Even the lowest ranked track had only 8 negative votes (22%)



Each person voted each track from 1 (Best) to 5 (Worst). 2.5 is the mid-point. 2 top & bottom are usual ways to gauge passion (for and against) a given question.

Track Comments

We are happy with the tracks we race on, although we all want more variety!

- I understand most home tracks are limited for space (garage, mini club house), still i wish they were longer
- Nigelstone has a great layout but I feel parts of the track could be better reinforced. There are some odd dips that could also be addressed.
- King Mini Boola could be better maintained. Track seems to suffer from overexposure to the elements. You wanted honesty...
- Everything is good for me
- Hard to criticize any host or track as we are so lucky to have so many hosts and tracks, thank you all!
- Great variety of tracks!
- I like ALL the tracks I have raced at! Each has its own 'personality' that makes the ALL different but not specifically one being 'BETTER' than the other! Each has its challenges but ALL are GOOD!
- Missing past variety: Smalley, JR, Rafa, Bruce. Can we assist Rafa?
- Big Lou's, 13.8 volts is too high.
- LASCM only once per year, with tour included, would be enough of an imposition.
- Miss Bruce Talamon's track. Make him come back!
- Only the current racers opinions should count not the 100 other members who we never see. *[SFJ Note: the people who voted have all raced within the last 18 months]*

What would make race days more fun for you? 1

Starting Earlier mentioned a bit, clarity on marshalling priorities, managing tension around marshaling

- I like longer heats. 3.5-4 min but most people don't have that attention span and complain it makes the race too long
- Things have improved dramatically since all the poor sports were pushed out. Whatever happened to them. Somewhere to sit at all venues between races would be nice.
- I have not raced regularly, but the comradie of the racers is still the biggest reason I want to race with the club. I regret I have not raced on all the tracks, but will try, schedule permitting in the future.
- Came to a social event and a slot car race broke out!
- Races I have been able to attend this year have been absolutely fantastic!
- Keep up the great work. "
- The only thing that would make the races better is if the loaner cars could be more competitive with the faster racers. *[SFJ Note: given several people have won with loaner cars I wonder if this person might have the wrong end of the stick? Equally it might be a soecific class issue?]*
- Using my own controller.
- "Having only been to a few events I have nothing negative.
- It's been Great!!"
- I have raced only once, and it was a fun day. There is a friendly atmosphere, but there is also fierce rivalry. The latter is expected and inherent to competitions, even among friends. But I did witness a level of bickering and talking-down some racers that can lead to misunderstandings.
- I don't know - so much fun already.
- I've noticed marshal favoritism IE: Putting on different drivers cars faster or slower depending who it is. It's ok to help your buddy with super reflex speed to get the car on, but don't act like your in slow motion for everyone else. Its very obvious when you watch closely. It only pushes me to be a better racer with Zero de-slots. Its still not fair even if i did find a solution. Everyone comes off one time or another.
- The only improvement I could reference with any conviction is that for club races qualifying heats are unnecessary. This only happened once very early on at Jim Wiseman's track but it added a lot of time that could have been eliminated. The only time I don't greatly enjoy race days is if they are overly long.
- Start earlier.

What would make race days more fun for you? 2

- Having only raced a few times I have no input to improve or change.
- I have a great time and really like all the guys I've met.
- Earlier start
- We keep the schedule to race every two weeks.
- Qualify, lane choice starting with top qualifier. Run the lanes straight through. Starting with the lowest qualifying and end with top qualifier.
- I'm having a good time as is.
- It would be great to eliminate squabbling, criticism of turn Marshall's, any form of anger. Let's keep working on it.
- No major issues. Some agreement on marshalling would be nice. (is priority getting cars back on track immediately, or clearing track first, then putting cars on when traffic has passed, that sort of thing.) Having said that, it's important to accept that marshalling will never be perfect and consistent anyway.
- For me I like the three min heats especially when we have a large turn out. Not a fan of the qualifying at Jim's track. It takes up too much time.
- I would say things are pretty ship-shape. Insults, trash talk and swearing must be kept to a maximum unless women and children are present.
- Everything is good but a change of pace would be welcomed in that we race for minimum time versus most laps (i.e. we race the same distance versus the same time)
- Race days are fun. The only thing that has tainted a few races is the marshaling arguments. Marshalls are going to fuck up. It's ok to be disappointed or pissed off but if someone does a horrible job getting your car back on the track but yelling at that person has a negative effect on the whole group. The occasional bad marshaling is simply a part of slot car racing.
- Food, beverage, hanging out, talking slots. Priceless!

What would make race days more fun for you? 3

- More Team races.
- No changes i can think of
- Everything is running very smoothly these days, I think. I think it would be worth mentioning "how to marshal" during the drivers' meetings at the start of each race, both to improve fairness and to keep cars from getting damaged.
- In my opinion, just one race will be more fun. We will have time to practice, eat, relax and enjoy the slot car race
- Racers should only be allowed to bring 2 cars max for each race class. Some racers bring 3 to 5 to test before a race and take up limited practice time especially for the newbies and less talented racers.
- Also the top racers should be allowed a maximum of 2 practice sessions.
- Enough space for all racers
- Have a designated race director to support whoever does the race heats and scoring to help keep the day moving smoothly by pushing heats to start and corral marshals.
- starting a bit earlier. maybe qualifying?
- I have fun at all the tracks we presently run at plus miss some of the tracks that moved to other states!
- I don't race because I can't use my own controller. Aside from the health issues of passing germs/pathogens that covid has shown us. I've had this feeling since before covid. Besides the health issue, I need to use a controller I know the feel of and is consistent. If it breaks down I have no issue taking the blame for it.

What are some things that you would like to see changed in our club races, and why? 1

The one thing mentioned most was starting earlier, something we can discuss with hosts

- Its all good.
- Shorter sprints. Standing so long is tough on us old geezers
- Sorry, but I like it the way it is and always have
- Nothing for me to request.
- Starting the actual races earlier around 10:00 am (9:00 am practice) would be better since that would leave some time in the afternoon to do other things.
- No changes and I would volunteer if needed
- I have not participated enough to give a good answer to this question.
- I think all is good. The marshalling situation has improved a lot.
- I would be happy to volunteer for anything that would help make club activities/race days smoother and easier for those who are running the races. I know it takes time to set up and accommodate people when a person is hosting so I think if people wanted there could be volunteers to help with set up, etc. so it is not all on the host. I think having dedicated and also trained race directors for all races would be an improvement. Obviously this is a hobby we all do in our spare time but the lack of people who know how to race direct would probably help. I'd volunteer to learn how to do it so there would always be someone other than just yourself who knows all the ins and outs of the race directing
- Total break for lunch and keep it to App. 20 min.
- "It all seems well organized Food and drinks are better than I expected."

What are some things that you would like to see changed in our club races, and why? 2

- A race director would be great but that would mean that someone would miss out of racing and that's not fair.
- "1. Regularly posted Race Reports, or just post the file like we use too. we don't necessarily need a narrative. post to face book page and groups.io (email) . maybe some photos to go along with the email but not the facebook page as it is too public.
- 2. Use our own controllers I'm pretty sure everyone has their own controller. People who don't have controller we can have loaners (the club will pitch in to buy see #3) just like we have loner car. OR We buy better controllers where the sensitivity and brakes can be set by the track owner to get a better throttle control that will ride along with the loaners. we can easily change knob to a screw drive type or use tape so nobody can change the setting.
- I would be more then happy to pitch in and most people I think to would too. (another survey)
- Since several of the tracks are far from me, it would be nice to start earlier and end earlier to avoid some of the traffic. Specific lunch breaks would be more convenient.
- Start on time. Don't allow someone to practice when practice is over, "because they haven't had a chance".
- I don't think we need prizes or plaques. Posting results is nice, If race reports are done, they should focus as much on the camaraderie as on the results. Maybe tips on why some did better on the track than others, without naming names.
- Group photos at each event and photos of the drivers and cars at the beginning and can be used at the end for documenting the podium of each race! I know this may take an extra 10 - 15 min more for each race day but I llove documenting HISTORY in the making!
- I would be a fan of starting the racing at 11:00AM.
- I'm with Tim H in a desire for an "unlimited" class of some sort. Also I would still like to see the club buy 5 or 6 DiFalco controllers that travel with the loaners to each race. I'd even buy one of them and donate it to the club.
- All good as it is
- Some guys have a long drive so race times are ok. Practice lunch race seems to work but also having snacks available anytime is ok too. Race reports are great. Don't need assigned race director.

What are some things that you would like to see changed in our club races, and why? 3

- Earlier starts when it's hot. Quicker turnaround between heats. Heats (and individual race times in team races) that aren't overly long 3-4 (mins max). A lunch break (10-15 mins) that is exclusive of racing. An simple setup area for those without power boxes, etc. with basic stuff to get a car running/fixed if needed. I miss Craig's humorous race reports.... More beer.
- Some of the rules changed so classes are more accessible. If there was some option to specs like Fly LeMans and Ninco, I might be inclined to race them.
- I'd like to have standardized practice from 11-12, Lunch 12-12:30, and then start racing. Give the first heat a couple of minutes of practice, and also to get the track clean after lunch.
- I'd like to see some photos of the cars we race, especially the podium cars (but not necessarily), top and bottom.
- I'd like to see a ""Rookie of the Year"" prize at the end of each year. "
- I think prizes/plaques, it will be more motivation
- An hour earlier would be good. Some show up early to avoid traffic.
- If lunch is being served we should all break at the same time. That way we have plenty of marshals and no one is eating while marshaling.
- Race reports
- Designated daily Race Director. Someone to post race reports and results. More support for the race organizer.
- starting earlier, and if possible pre-determined marshal allocation to avoid stressful moments
- Speaking about my goal as a host is that all participating parties have fun, I know my track is small and only three lanes but it is really fun for me plus challenging I think most are improving and the racing is really close. I like what we presently do it is nice when there is a designated race director and gets help when they are racing plus they get a pass to Marshall

In which classes do you own and not own a class legal car? If you have a class legal car do you race it/them?

- While at first pass it looks like only half of us race our own cars, detailed analysis shows the majority run their own cars in a majority of classes
- Running your own car is much more likely the more popular the class is



In which classes do you own and not own a class legal car? If you have a class legal car do you race it/them?

- I stopped bringing my cars for the most part because the loaners are so much better
- So far I love all the classes and I am way into collecting the cars. A huge part of the fun for me
- Again, I have not participated enough to give a good answer to this question. I do plan to prepare or buy for the classes I don't currently have a ready-to-go car.

If we were to add another class, which classes might you be interested in? 1

- Revo Slot Classics Something more modern within GT3
- Classes that are box stock are fine but everyone knows parts are tweaked. So then for example do a Revo simi-open class where the main stock parts are used specifically the top of course, motor, pinion are mandatory. And variables that can be changed out can be used, specifically like sub chassis configuration in 3D format, that will go from 3mm wheel axle to 3/32 if desired which changes the axle gears available other than 33t, wheels, tires also follow that change. There are many rubber tire selections to choose in both 3/32 in other brands & 3mm from revo. This adds a competitive creative aspect that's doesn't need to be hidden like the stock class. You can also allow custom made parts not commercially available. Make the imagination work for the hobby.
- RevoSlot Classic-new Giulia, Escort, BMW 2002
- NSR GT3. Slot.it GT3.
- MR slot car any Class
- 4/WD with some dirt, water, and minor sudden drop elements.
- Multi Manufacture Trans-Am (updated 06/16/22):
 - General – SCCA Trans-Am cars as raced in North America from 1966 - 1972
 - Cars – Pioneer - '67 Camaro, '68 Camaro, '67 Mustang, '68 Mustang Scalextric - '69 Camaro, '70 Camaro, '70 Challenger, '67 Cougar, '71 Javelin, '72 Javelin, '69 Mustang, '70 Mustang SCX - '70 Barracuda, '70 Challenger (Note: the above list of cars is those that are known to have raced. There may be future modifications to the list.) Motors – Piranha 21.5k or Slot.it 23k (MX16/MX16-M) "orange" endbell only (Note: may be run configured as in-line or sidewinder only) Motor Downforce – maximum 20 grams
 - Build rules – Based upon the N. A. Championship Rules. Cars may be upgraded with any manufacture's axles, bushings (non-offset types only), gears, wheels, tires, and other parts including chassis (stock or 3D printed allowed), motor pods (in-line or sidewinder only), and interiors. Motor adapters may be used to fit a FC-130 type motors to locations where a boxer (FK-180) or SCX type motors would have been normally been installed. See link below:
 - https://www.gtslots.com/site_content/Scalextric%202018%20Trans-Am%20North%20America%20Finals%20Rules%20-%20041018.pdf
- Stock cars, of course, those need a big track.
- Stock cars (Nascar)
- I still miss the old Trans-Am pony cars. Would like an under 2 ltr class for Cortina's, BMW, Alfa, etc. [SFJ note: *this class starts next year*]

If we were to add another class, which classes might you be interested in? 2

- Just not a fan of plastic-wheel classes. Quality of wheels, crown gears and axels is not up to snuff for racing. If you buy a car with a warped crown gear your choice is to drive a wonky car or pay for a whole new car just to get the part you need, and there's still no guarantee you will get a good one.
- Having said that, I think the 50s/60s roadster class needs to be kept. It is unique and represents the essence of Farrout in my opinion. Cars/parts/motor availability is going away though, so something will need to be done soon, perhaps going to a universal chassis with resin bodies. Someone with a nice hobby lathe might be able to turn down the existing wheels and turn them into inserts for an appropriate universal wheel/tire.
- Also love the Fly Le Mans cars, but that is becoming a non-viable class as well. NSR and Slot-it make cars from the same era. Might have to switch to NSR/Slot-it and allow Fly bodies grafted to ne chassis
- Love the open cockpit LMPs and it would be great to have a class but most of those cars are older and you'd have to mix manufacturers to get enough variety. Nevertheless, an old boy can dream
- I will miss the older GT1 class just because of their "vintage" but...
- As good as the NSR F1 cars run (and people customizing them), it's still essentially one model and *so* boring...
- Changing classes costs \$\$\$! 😞
- Would the group consider the Scale Auto F1 cars to run with NSR F1? *[SFJ Note: if we mix manufacturers people will only race the fastest brand cars]*
- The faster the motor, the less fun or realistic the play
- I like the new Revo classics

If we were to add another class, which classes might you be interested in? 3

- In this order: RevoSlot Classic, NSR GT3
- I like the Revo Classic group
- NSR Abarth
- I am open to adding or deleting any classes.
- Don't know nearly enough to really have an educated opinion here.
- I have some other NSR cars I like outside of the F1, but like I say I don't have enough experience at this point to have a strong opinion
- I'll go with the majority. Not involved enough to no the difference. I race for the fun and camaraderie, type doesn't matter
- I like the new F1 addition, even tho I didn't think we needed to change from the old.
- The DTM class needs more cars but I think there are new ones so that is probably good. Same goes for the Racer 5 cars. "
- Have a class were we can do some tuning (Ninco, Fly's.) some thing simple like rear axles, rims, new gears and guides. Keeping the same stock gearing and tires (Rubber or Ortmans). Maybe the front axles too for the Fly class. It would cost \$20-\$30 and cheaper then buying Multiply car to find a good one and easier to set up for every one.. we could put together a kit or a list so everyone using the same item controlling the cost.
- We go to 10 classes a year dropping each class to 4 races per year. 40 plus the team race 5 times a year = 45. We can keep all our classes now and add a new class (9) plus bring back the drive championship race (10). Or lose a class and add 2 new classes (8 and 9)and still have the drive championship race (10). "
- Don't know enough to give a good opinion but I prefer cars that are readily available. I also prefer cars that don't have pressed on gears and rear wheels.
- Revoslot/BRM sedans like Ford Escorts and Alfa Romeos.
- "Sideways GT3, Revoslot Classic, add a class and race both"

If we were to add another class, which classes might you be interested in? 4

- RevoSlot Classic cars look too cool to say no to. Thanks to those who provided cars to drive at Richard's. The RevoSlot Classic cars drive much better than the RevoSlot GT2/GT1 cars, in my opinion.
- I like the MR Slot car brand of cars for their use of standardized QUALITY parts at a decent price and would love to see some of their cars considered for a new class as their liveries expand in each class!
- Any class that features the newer slot car tech (NSR, Revo). For example; I'm sure you've compared a Fly 908 to an NSR 908. There IS no comparison !
- I would also like to use the stickiest tires (without any voodoo treatment) available for every class we race. Losing adhesion is the biggest drag in any race.“
- The Revo cars at Richards yesterday were very cool. I would like to see those cars become a class.
- Don't know any right now but would love to see the Driver's Championship revived with unusual classes
- Still think we should be running the Policar F1s and miss the SCX rally class.
- Add Scale Auto F1 to NSR F1

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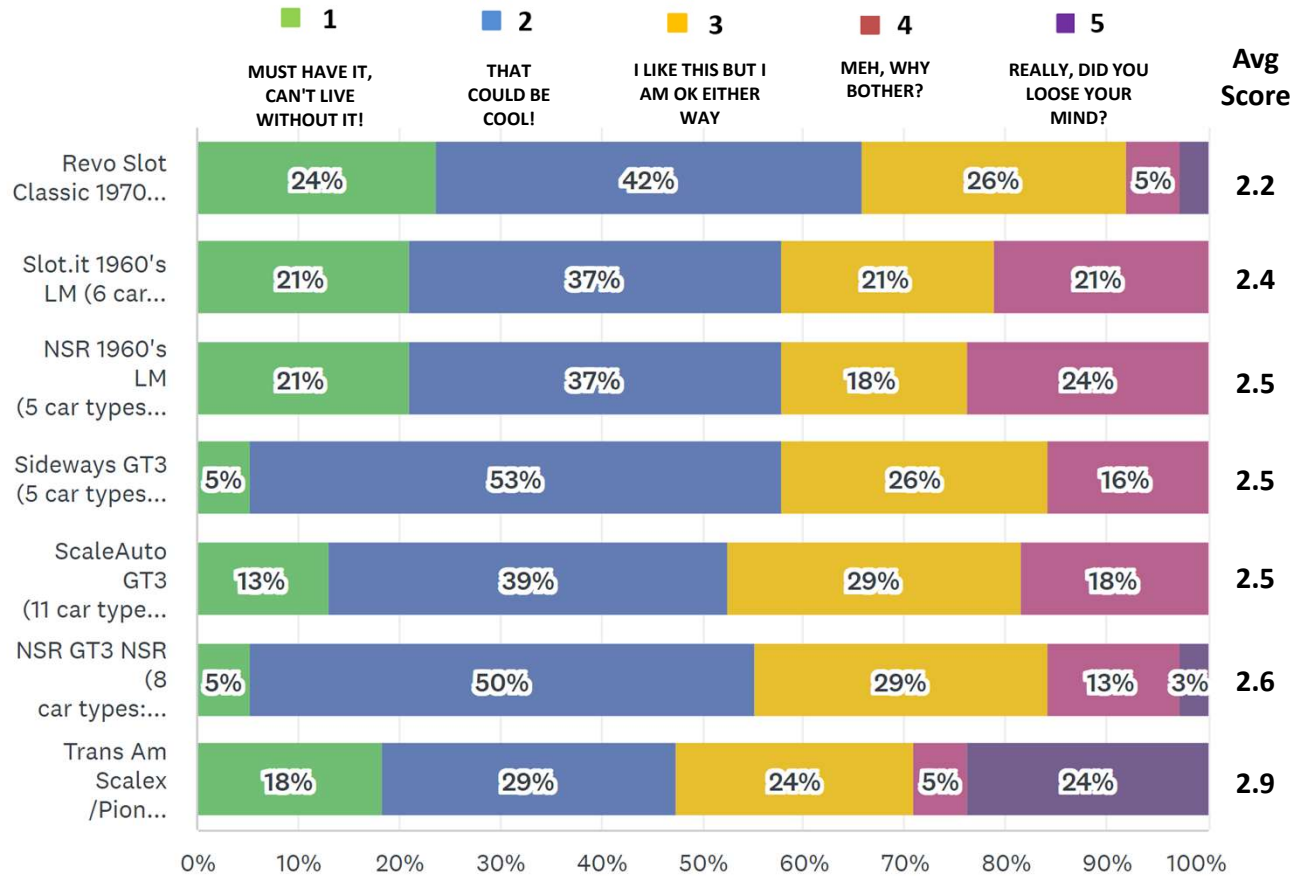
- ThunderSlot CanAm
- NSR CanAm
- Scaleauto 1:32 Le Mans
- Nsr gt3
- Racer sideways gt3
- NSR F1s are a great update. maybe NSR to replace Ninco GT?
- Modern GT3 class from either Sideways, NSR or ScaleAuto. I feel like we need to ad classes that are more modern to attract others to the club.
- Revo Slot Classics Alfa Romeo/ Ford Escort/ BMW 2002 seem really cool and I am sure they will add more car types later on like they did with the GT2 class we successfully race now.
- Revo Trans Am class (Alfa Romeo, Ford, BMW)
- RevoSlot Classic (Alfa, etc.)"
- Maybe we should rotate one older class every year. For example, rotate Ninco GT1 with SCX Rally 4x4 and the following year with RevoSlot '70s and the year after Scalextric/Pioneer Trans Am. After all we have the cars already

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- Stock cars
- Classes that are box stock are fine but everyone knows parts are tweaked. So then for example do a Revo simi-open class where the main stock parts are used specifically the top of course, motor, pinion are mandatory. And variables that can be changed out can be used, specifically like sub chassis configuration in 3D format, that will go from 3mm wheel axle to 3/32 if desired which changes the axle gears available other than 33t, wheels, tires also follow that change. There are many rubber tire selections to choose in both 3/32 in other brands & 3mm from revo. This adds a competitive creative aspect that's doesn't need to be hidden like the stock class. You can also allow custom made parts not commercially available. Make the imagination work for the hobby.
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- N/A
- Stock cars, of course, those need a big track.
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- I'll go with the majority. Not involved enough to no the difference. I race for the fun and camaraderie, type doesn't matter.
- "I like the new F1 addition, even tho I didn't think we needed to change from the old.

New Classes Ranked by Avg Score

- Overall the highest rated potential future class was the Revo Slot Classic Group 2 (Ford Escort, Alfa Romeo GTA, BMW 2002) with 66% Top 2 box and just 6% Bottom 2
- The remaining options fell into
 - 1960's LM by Slot.it / NSR with similar support (58% Top 2 / 22% Bottom 2)
 - Modern GT3 by Sideways / ScaleAuto / NSR with ~52% Top 2 box / 16% Bottom 2) but less Top Box support
 - Trans Am Scalextric/ Pioneer which had both strong like 47% & strong dislike (29%)
- We will be replacing the Ninco GT1 with the Revo Slot Classic Group 2



Each person voted each track from 1 (Best) to 5 (Worst). 2.5 is the mid-point. 2 top & bottom are usual ways to gauge passion (for and against) a given question.

New Classes Ranked by Avg Score

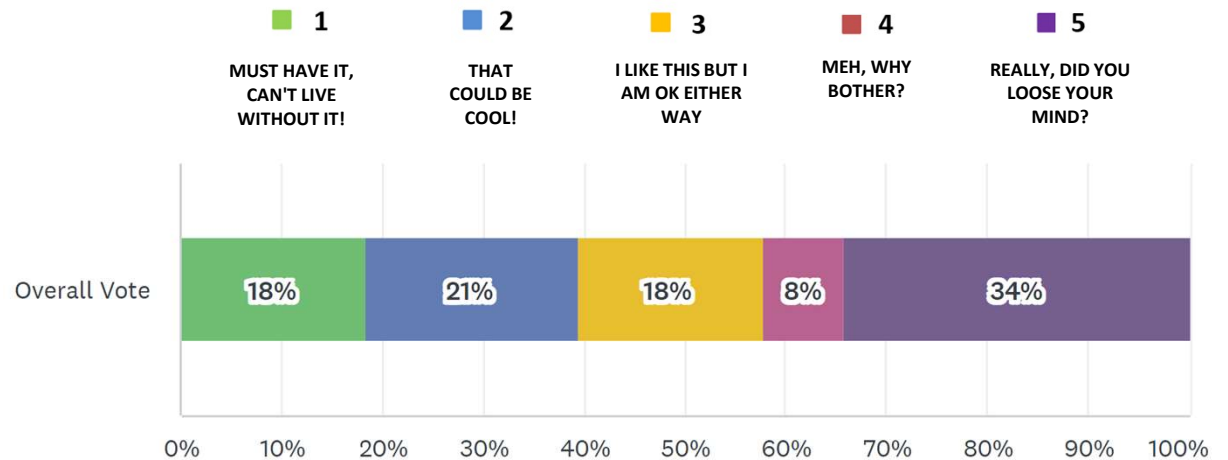
- Would ask that we favor those that are easier to maintain for those of us with fewer tools
- See no need to change the 1960's Fly class for more modern manufactures and spending a lot more money
- NSR 60's Le Mans to replace the fly's
- Anything with GT 40, I'm definitely all for. More American cars!
- MR Slot Car... any class
- The modern manufacturers do make much better RTR, but often too fast for fun and realism.
- I like all the recommendations, I think they all would be fun to race
- I liked the custom NASCAR cars we raced.
- I don't know these cars and classes, so will not grade or comment..
- That could be cool... wait, already said that...
- NSR because we don't have an NSR or ScaleAuto class *[SFJ Note: except of course the NSR F1 class]*
- We already have 2 slot.it classes.
- We already have Sideways class.
- We do have a Revo class but the group 2 looks cool.
- Electric Dreams description of Sideways GT3 is partially correct.
- Always spec the tire, a big equalizer

New Classes Ranked by Avg Score

- I am excited to maybe have a new GT3 class but I'm wondering if several of the manufacturers' cars might be compatible enough out of the box or with minimal alteration, to race together
- Put the slot.it & nsr classic//sideways & scale auto GT3 together its the same race twice, if a person likes one brand over the other fine, but but no mixing of brand parts. IE: tires. And no aftermarket parts either. IE: Sloting Plus.
- Just wondering again how close all those GT3 cars are to each other. Would be fun to race different manufacturers against each other if they could be easily handicapped to equal performance.
- While I would like to mix the 3 brands offering GT3, I don't see how we can mix the three Modern GT3 brands. Initial tests suggest they are not compatible as each is faster than the others. *[SFJ Note: if we mix manufacturers people will only race fastest brand cars]*
- "I think the NSR GT3 cars are too quick for the majority of our club tracks.
- For me, a class needs to have a variety of different models, like most of our existing/past classes (with the exception of NSR F1 and too a lesser extent Ninco GT classes), with no particular model dominant over the others. The cars in the class need to be easy to set up (preferably runnable out of the box) without **having** to spend too much time setting up and/or adding/changing components. Exception being the use of Ortmann tyres which we should be using in most classes...To this point, I would be in favor of giving up the Slot.it DTM class, for this same reason.
- What about Thunderslot CanAm? They are excellent cars out of the box. "
- Some of the professional slot cars from NSR, ScaleAuto, Sideways, etc are too fast for the size tracks we have in the club. Reducing the power to slow them down makes them undriveable. That's why some clubs end up changing the motors for slower ones.
- The Revo Slot Classic cars are very cool, but they're not cheap. I'm not sure if we should have two RevoSlot classes.
- More excited by the little classic Revo Slot's.
- Scalextric NASCAR
- "That last one was a 404 error :) *[SFJ Note: this was about Scalextric Pioneer Trans Am]*
- Scalextric cars suck!

Are we interested in a class where we allow free choice of gears, guides and tires? Vote Left (like MOST) to Right (like LEAST)

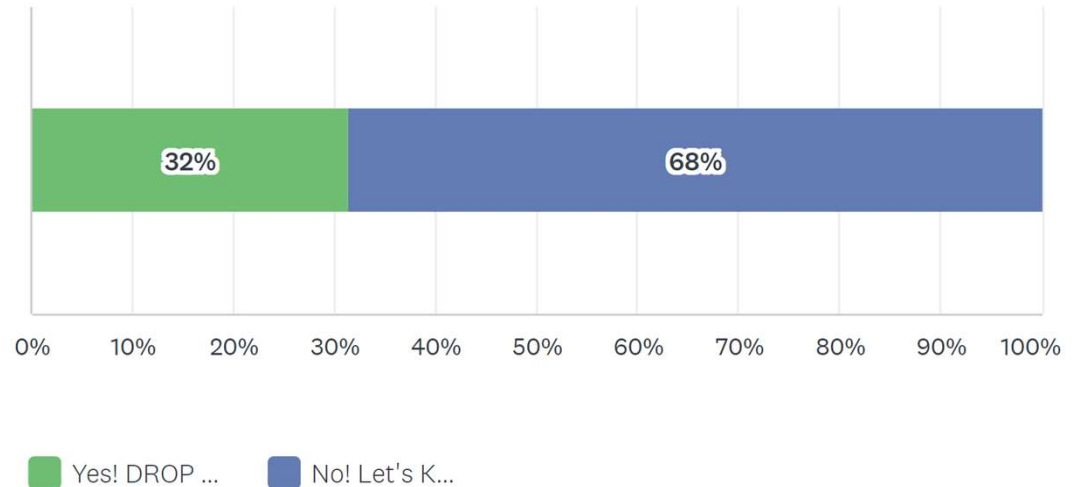
- 42% of us are not interested in allowing more freedom in parts, equally 39% are interested in exactly that idea! However please note the much greater level of passion against the idea
- We will not be opening up freedom of choice in running gear etc. in any classes
- You can already tinker a little in some of the classes (using parts that come in the box such as the Sideways offset motor-pod or deeper guide in Revo Slot)



Each person voted each track from 1 (Best) to 5 (Worst). 2.5 is the mid-point. 2 top & bottom are usual ways to gauge passion (for and against) a given question.

Would you be in favor of DROPPING one of our 8 designated classes and adding a Drivers Championship? This does not allow us to drop Team Races

- 68% of us do not want to change the current overall race structure
- We will continue with 26 race days, 21 of which will have 2 race classes, 5 will have Team races



Would you be in favor of DROPPING one of our 8 designated classes and adding a Drivers Championship? This does not allow us to drop Team Races

- Drop some Porsche/Mercedes class. Boring looking cars. All the same.
- 90-94 Ninco
- Don't know the difference. It's all new to me, but I like the classes we have so would hope we don't have to drop any aside from the Ninco 90's cars you are already having destroyed at your off-track wrecking yard
- Drop Slot.It DTM
- Not a fan of team race and definitely no drivers championship. Replace team race with a class.
- no preference on which to drop
- Don't know what to drop but those with less parts availability or more service difficulty should go
- I would vote for only 4 team races (1/qtr) or even 3 is enough
- NSR F1
- Drop Ninco GT1 AND Slot.it DTM. Replace with ThunderSlot and Drivers Championship.
- We have some great classes now and I do not see what we would drop