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## Farrout Slot Car Club

2024 Survey for 2025

12/01/2023

# Farrout Slot Car Club 2002 to 2024 - History

## History

- We have raced for 23 seasons. We have kept race and championship records from 2002 right up until now. Covid meant there was no racing in 2020
- We started with just 1 track, 1 Host, 4 Race Dates, 8 classes and 17 Racers in 2002.
- In 2024 we had 9 Tracks, 8 Hosts, 25 Race Dates, 9 classes, 60 Racers and 3 Setup Days
- One class

## Racers

- We have had ~300+ people race with us in that time
- Nigel Rick, Jim Wiseman and SFJ were at the first race and still race with us today

## Website and Facebook Page

- **Website** is now well over ~100,000 page views and ~25,000 unique visitors. Since the new website went live in Jan 2023 there have been ~22,000 visits from ~6,000 unique visitors
- The **Facebook** page now has over 850 members and is growing daily

# Farrout Slot Car Club Survey 2024 for 2025 - Method

## Goal

- To get everyone's POV and for all to see the POV's of other members
- To get specific feedback and ratings of current classes, tracks and various ideas we might consider

## What

- 16 Surveys have been done – mostly annually – starting in 2004 up to 2024
- Comments are not edited & are presented back to the members as is
- We typically have Round 1, with a Round 2 if items need to be decided

## Survey Participation

- 2024 – The 41 who responded to the survey represented 93% of all 2024 race attendees – by races completed – and 38 of the 60 who raced (67%)
- This level of participation is typical of the surveys to date

# Farrout Slot Car Club Survey 2024 for 2025 - Summary

## Results

- Of 9 existing classes we replaced a class in each of 2022 and 2023, respectively. We will not be replacing any class in 2025

## Summary

- We are quite happy with our classes, tracks and overall technical approach
- All classes and tracks were given well above average scores by the people who represented 93% of the laps raced YTD 2024
- Where opportunities exist for improvement are in general support of each other on race days and specific small changes to how we do race days and prepare cars in the existing classes

## “Proposed” Changes for 2025

- In hopes of reducing preparation work in both classes I am “proposing” some specific changes to
  - the Slot.it 1980’s Le Mans class
  - the Fly 1960’s Le Mans class

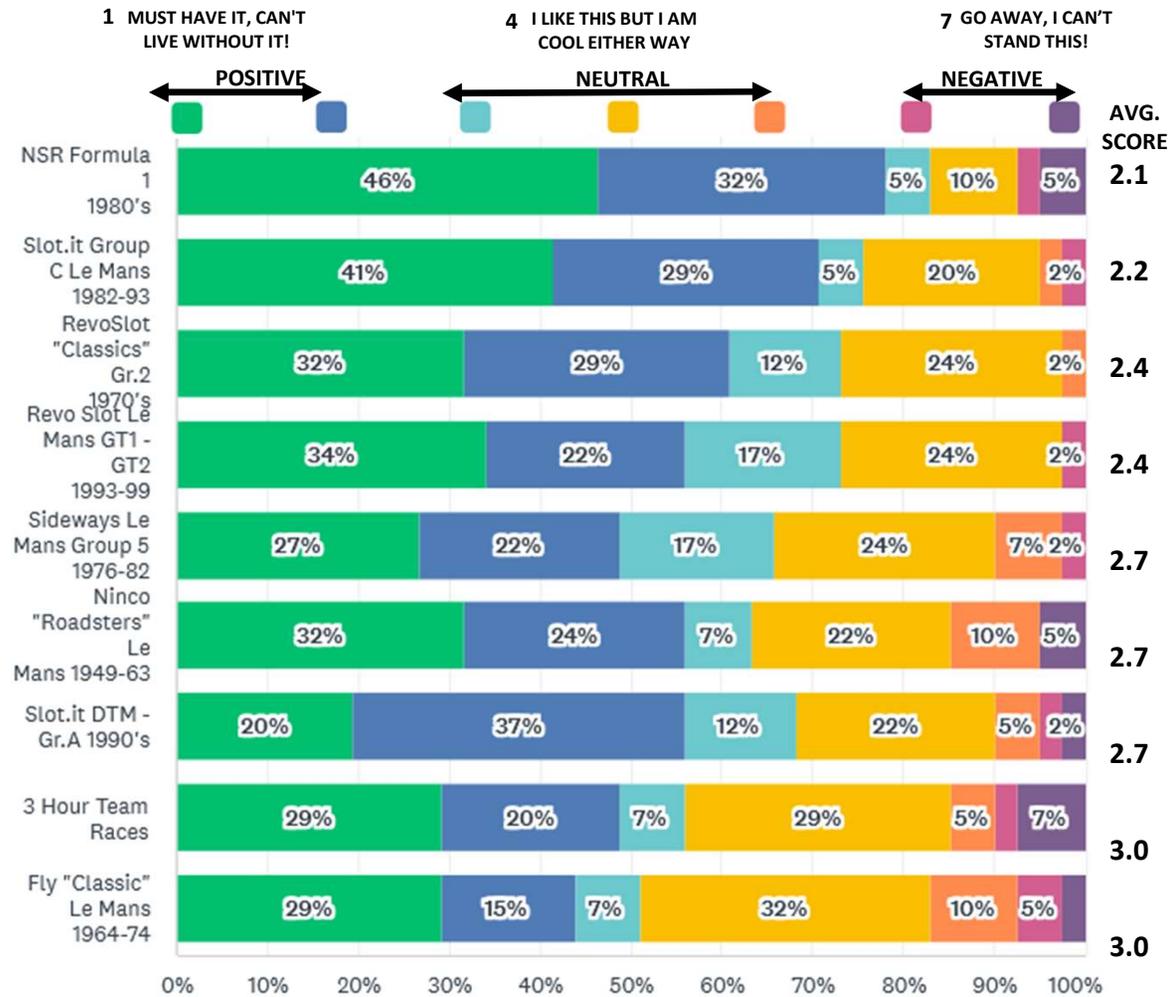
# Classes Ranked by Avg Score

(Scored 1 to 7: Top2; Mid 3; Bottom2)

All 9 classes scored above Neutral (4). The Top 5 were the same but they scored lower than in 2023 and overall score was slightly lower than in 2023.

The highest negative sentiment was just 10% and 7 classes had between 40%-50% Neutral sentiment

No class scored as low as the departing class from 2022 (Ninco GT1, 4.0)



	Weighted Avg. 2023	Weighted Avg. 2024	Positive	Neutral	Negative
NSR Formula 1 1980's	1.8	2.1	78%	15%	7%
Slot.it Group C Le Mans 1982-93	1.9	2.2	71%	27%	2%
RevoSlot "Classics" Gr.2 1970's	2.3	2.4	61%	39%	0%
Revo Slot Le Mans GT1 - GT2 1993-99	2.2	2.4	56%	41%	2%
Sideways Le Mans Group 5 1976-82	2.7	2.7	49%	49%	2%
Ninco "Roadsters" Le Mans 1949-63	2.6	2.7	56%	39%	5%
Slot.it DTM - Gr.A 1990's	3.1	2.7	56%	39%	5%
3 Hour Team Races	3.3	3.0	49%	41%	10%
Fly "Classic" Le Mans 1964-74	2.9	3.0	44%	49%	7%
<b>Overall</b>	<b>2.5</b>	<b>2.6</b>	<b>58%</b>	<b>38%</b>	<b>5%</b>

**We will not remove or add any classes in 2025**

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").

Top 2 & Bottom 2 are usual ways to gauge passion (for and against) a given question. Mid 3 are considered Neutral

# Classes Ranked by Avg Score

(Scored 1 to 7: Top2; Mid 3; Bottom2)

- It is worth noting that the
  - top ranked class is, almost, a Drivers Championship with just one car type available
  - 2 of 3 bottom ranked classes (Ninco and Fly) are among those that have the oldest cars and technology with the average car having been released in 2006 and 2007 respectively

	Weighted Avg. 2023	Weighted Avg. 2024	Positive	Neutral	Negative	Class	Bodies	Liveries	Avg #Liv / Type	Avg Yr Released	Avg Age in Years
NSR Formula 1 1980's	1.8	2.1	78%	15%	7%	NSR Formula 1 1973-1988	1	47	n.a.	2022	2
Slot.it Group C Le Mans 1982-93	1.9	2.2	71%	27%	2%	Slot.it Group C 1982-92 Le Mans	17	151	9	2014	10
RevoSlot "Classics" Gr.2 1970's	2.3	2.4	61%	39%	0%	RevoSlot Gr 2 Classic 1960's	4	53	13	2023	1
Revo Slot Le Mans GT1 - GT2 1993-99	2.2	2.4	56%	41%	2%	RevoSlot LM GT1-GT2 1990-94	11	170	15	2021	3
Sideways Le Mans Group 5 1976-82	2.7	2.7	49%	49%	2%	Sideways LM Gr.5 1976-82	17	144	8	2017	7
Ninco "Roadsters" Le Mans 1949-63	2.6	2.7	56%	39%	5%	Ninco 1949-61 Le Mans	10	84	8	2006	18
Slot.it DTM - Gr.A 1990's	3.1	2.7	56%	39%	5%	Slot.it DTM Gr A 1983-94	5	49	10	2021	3
3 Hour Team Races	3.3	3.0	49%	41%	10%	3 Hour Team Races					
Fly "Classic" Le Mans 1964-74	2.9	3.0	44%	49%	7%	Fly 1963-71 Le Mans	16	328	21	2007	17
<b>Overall</b>	<b>2.5</b>	<b>2.6</b>	<b>58%</b>	<b>38%</b>	<b>5%</b>	<b>Total</b>	<b>81</b>	<b>1,026</b>	<b>13</b>	<b>2014</b>	<b>10</b>

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").

Top 2 & Bottom 2 are usual ways to gauge passion (for and against) a given question. Mid 3 are considered Neutral

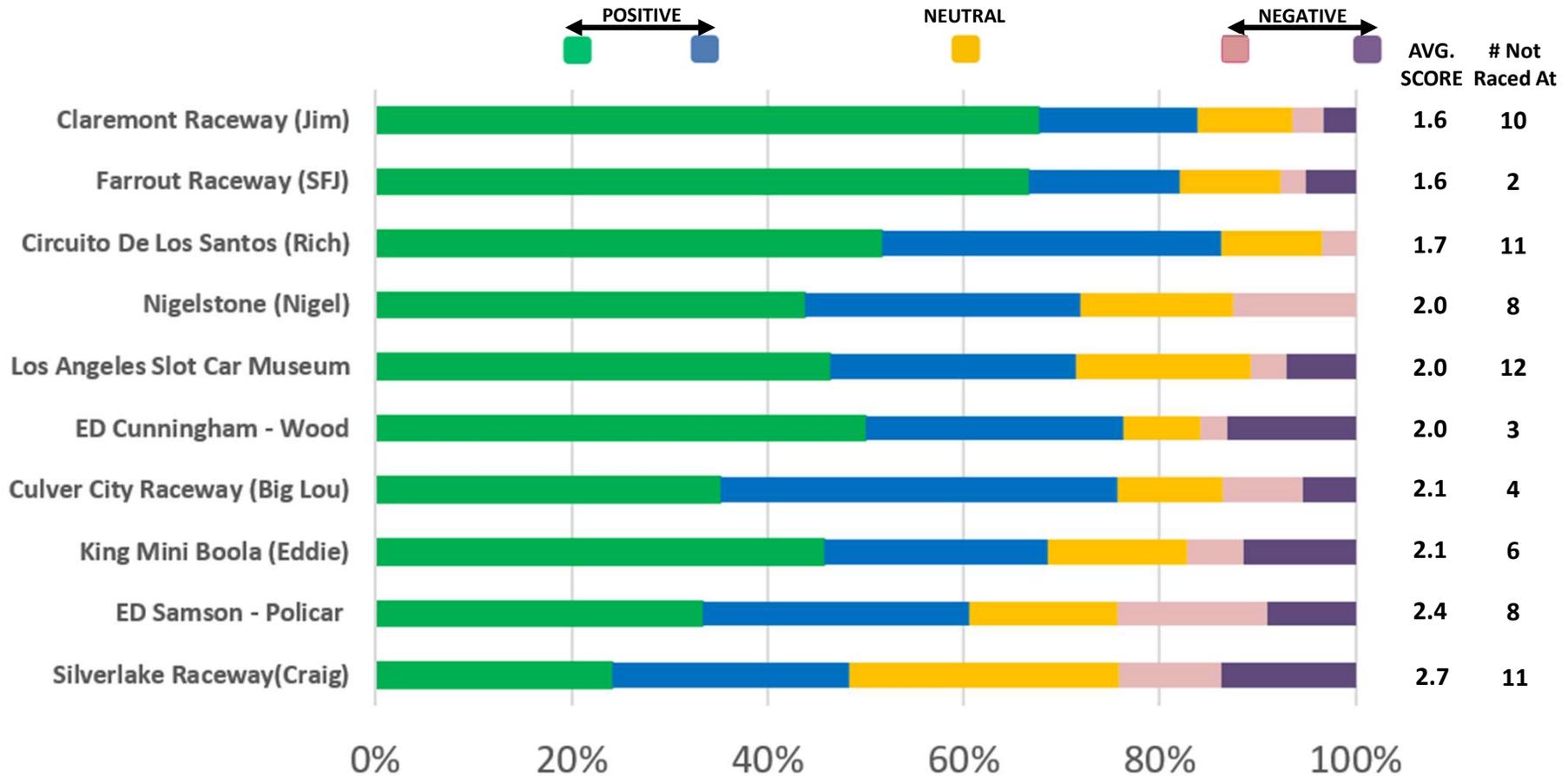
# Tracks Ranked by Avg Score

(Ranked by Score – Average/Neutral is 3)

All tracks scored above the average (3) and scored 73% Top 2, 14% Mid, 14% Bottom 2

All got 50% or more in their Top 2 votes out of 5

Even the 3 lowest ranked tracks had only 3 or 4 negative votes each (7%)



Each person voted each track from 1 (Best) to 5 (Worst). 3 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 things can always improve!

- I downgraded the 2 tracks I did because they have some access issues when racing for both turn marshals and racers
- Any track is a great place to be.
- Greatly appreciate the efforts all the hosts go to. Great improvement at King Mini-Boola in recent months.
- I appreciate every track and every host for supporting the club. I like some tracks more than others, but the variety of tracks is one of the great things about the club.
- I appreciate the efforts of all track hosts.
- Let's race at Dewann Clark's 92' plastic track and 70+' wood routed track in Las Vegas which should be completed in 1st quarter 2025 and ready for the COOL July temperatures in Las Vegas
- I'm happy that people open their homes to a bunch of slot heads.
- Eddie's track area needs to be safer. TV higher. More room between track and steps. Water tubes removed from main area. Trees trimmed.
- Ample tire cleaning rollers, ample lane designation stickers.
- Clean restrooms with ample TP, soap, and towels.
- I don't have any complaints. It seems like all the hosts go out of their way to make things enjoyable.
- I like all of the existing tracks but am open to any additional tracks being added. *[SFJ Note: sounds like this person is volunteering to build another track 😊]*

## What would make race days more fun for you?

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

General happiness, varied opinion on **Earlier Starts, Lunch, Controllers, Top Racers....**

### More Lunch

- Full stop lunch break would be nice to allow social aspect.
- I like when we break for lunch, allows us to visit and have less distractions when racing.
- Lunch breaks, more drinking & driving from Stephen LOL
- A 20-30 minute break for lunch gives us time to socialize without focusing on the racing.
- Give the first heat after lunch 2 minutes to run to clean up the track.

### Less Lunch!

- I'm not in favor of pausing the racing for lunch. In last year's survey someone mentioned they wanted to stop for lunch, but it wasn't an issue we were asked to respond to, so I suspect a lot of people who don't like the idea simply were not heard. Most race days there are enough racers present for folks to eat while the racing is going on without being short on marshals. When we pause for lunch the racers in the first few heats after lunch have to race on a dusty, slippery track. Also, when we have close to twenty racers showing up the extra pause for lunch makes for a very long day. Those guys who want to do a lunch on Saturdays can join the Ladies International Red Hat Society. The link is: <https://redhatsociety.com/> To this point it has been an organization for women, but in this era of inclusion I'm sure they will accept male members. Just my two cents.
- Less lunch time more support more others doing it
- Less time between races and less time on food.
- Might be nice to not break for lunch and have folks eat when they can.

## What would make race days more fun for you?

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

### Start Earlier, or not 😊

- Earlier start times
- A little more practice time before races. That may go along with earlier start times.
- Earlier start
- Early start times are good, traffic is getting worse
- I enjoy the earlier start times.
- Start earlier
- Start earlier and have a lot more race management. You can feel the tension from of the few serious racers who take these little garage races too serious.
- Start earlier around 9:00 to 10:00AM. I prefer 3 min heats vs 4 min heats.
- Start earlier. Move races along. End earlier.
- Start earlier. No other recommendations
- Not a fan of the earlier starts but I can deal with it
- Have some races on Sundays. For racers that run both Farrout and Electric Dreams it means if you run FO, you don't have a chance to practice at ED. For some Saturday is the only day of the week we can get to ED.
- *[SFJ Note: in 2025 we have created a calendar with no race day overlaps between Farrout, ED and Robert Silva Races – however they focus on Saturdays with no Farrout in Sunday's except Setup Days]*

## What would make race days more fun for you?

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

### Controllers

- Everyone brings their own controller of choice. PM controllers are for new people that want to try it out..
- Good working controllers with similar "feel"
- I think it would be a good idea to allow personal controllers. I believe if this is done that it should be limited to one type of controller that is of the stock type and that the club has already. That way racers can get used to their own controller but if somebody comes to race and doesn't have one or theirs stops functioning, they can use the loaner controller for the day. Not only would this make it better for each racer to get used to their own controller but also limit the repair time on controllers for the club as they wouldn't be used as often. No race controllers and they should be 'cheap' controllers, so nobody has to spend a lot of money to get one. The club controllers we currently use would be fine.
- I'm trying to pinpoint Controller issues professor motors PTMR -2120 & 2122. What is strange they still exhibit differences in power delivery, due to transistor state. I am building a modular model to pinpoint everything including spring tension for the club track owners and members to finally set. Then tune them all over time of each meeting.
- Matching track voltage & controllers seems to be the biggest issue.
- New classes are all very welcome as updates, but this will affect controller feeling. Need to review this before accepting it for club racing
- Wish the controllers were uniform and consistent. Now that Bob Ahulii is tweaking them, they seem better.
- *[SFJ Note: Simply: I will never allow people to use their own controllers, it simply creates "Have's" and "Have Nots". However, I would love to improve the level of control feel for everyone. In my ideal world we would have club controllers that automatically match the track power and motor type for each class and that travel from track to track with the club – the Synapse (Erick Rodrigues) is closest to what I envision. It would help beginners and still allow the better drivers to be better, without forcing people to buy hundred+ \$ controllers just to be even with those who have bought the best available equipment – one of the slippery slopes I strive to avoid]*

### Building Membership

- Stickers with the logo would be great. I have a few others from people I've met racing and would be great to exchange/use to grow awareness of the club.
- Things are good; just have more members. Good to race against a crowd *[SFJ Note: we do need more members 😊]*

## What would make race days more fun for you?

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

### How we Race and Support the Race Days

- Having everyone turn **marshal** their races without needing to be reminded. Maybe a one lap penalty being deducted from laps if someone is not ready to turn marshal which causes the start of the race to be delayed.
- People being a little more eager to **marshal** when the call goes out "we need Marshalls".
- All track days should have a **Racer Board** that lists the Racers and Heats (like at Jim Wiseman's) so it becomes routine, and we won't have to yell for drivers to come to the track.
- Jim's **Board** of who is racing in what heat really helps
- It's always hard to hear heat announcements. Jim has the excellent **Board**. ED has a PA system but all other tracks where racers are in the garage and also outside are a problem because we get noisy. So, let's get a small portable mic/speaker set up we can use instead of shouting.
- Take the **seriousness** out. Give the new guys more practice time.
- The **top guys are always hogging up practice** testing the many cars they bring. I think there should be a limit of 2 cars per driver per class.
- A **little more practice time** before races. That may go along with earlier start times.
- **Qualifying** so like ability drivers can race together in all heats. This would enable more racers to be able to win heats
- Regularly post **race results**, What ever you need
- Make **race results** and season standings available as PDF on website. List past season winners on website.
- I will volunteer to **take pictures** of the top and bottom of podium cars to send with the Race Results.
- **Video recording** of races with possible live streaming when available! Photo ops for the podium places off at least the cars, possibly cars & drivers (I would suggest **taking the photos** of the drivers and cars before the race begins! That way people won't be left out if they decide to leave early).
- Token **prizes** would be nice, but I know that will add significant expense, especially if we do it for each race versus an end of the year award!
- **Prize** would be a nice thing for Championship a Farrout Tuned F1 Car or Jacket "
- **Prizes** for the winner
- Don't know if there are **awards** at the end of the season. Hope there are at least overall championship and division championship. Might be nice if on race day the champion in each division got a sticker for their pit box. Something the guys who don't make every race might be able to win once in a while.
- When someone is racing and paying for loaners and when the loaners break on the track, I wish the race could be stopped so a replacement can be found without the racer losing a great deal of laps.
- I would like to have more than one race heat in a row, when possible. but not round robin.
- Help setting up cars, but I haven't been to the setup days!

## What would make race days more fun for you?

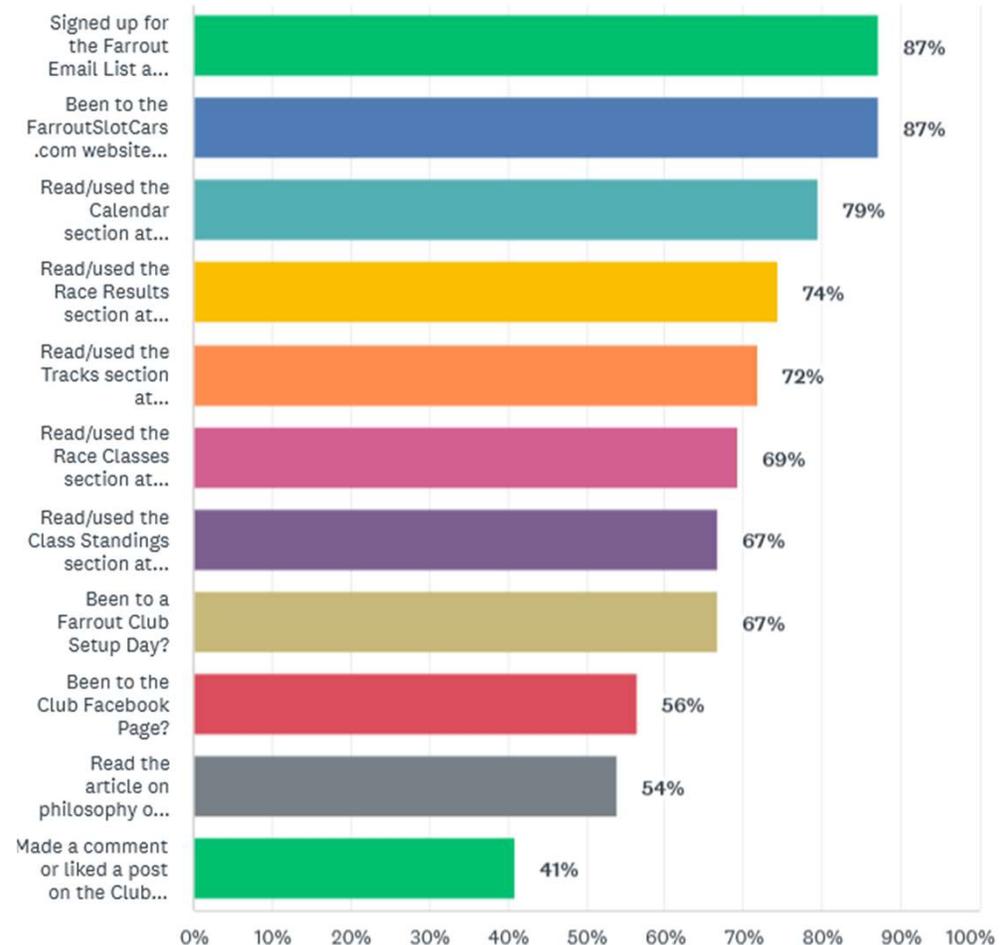
## What are some things that you would like to see changed in our club races, and why?

### Miscellaneous

- Getting the poor sports in line has been the best thing ever.
- Active bottomless strippers for turn marshals. Yea, that specific
- Fine as it is
- I don't quite have enough race experience this year to speak on it, but I will do my best to be there next year!
- I had a blast every race, for the most part everyone is just having fun and bringing positivity to a cool group of guys.
- I haven't had much track time with your club, but I always have FUN when I do!!
- I think the club has been operating great as is!
- I think the way it is right now, it is pretty good
- I try to arrive early and stay late to help out.
- I've only been able to attend a few day's but they've all been great!
- I'm happy
- Seems pretty perfect to me.
- The ethos of our hobby is to have Fun Competition, more Team Races will very effectively accomplish this Objective.
- On a personal note ; Thank you for letting some of the "OG(s)" come by to see the Races. I really Enjoy it and I am very Grateful to still be a part of the Club.....

# We would like to understand how aware and how much you know about the resources available to you

- Nearly 90% of responders have been to the website or are on the club email list
- Between 70% and 85% of responders have been to Calendar, Race Results/Standing, Race Class and Tracks resource pages
- 56% have been to the Facebook page down from 76% last year
- 67% have been to a Club Setup day, down from 85% last year



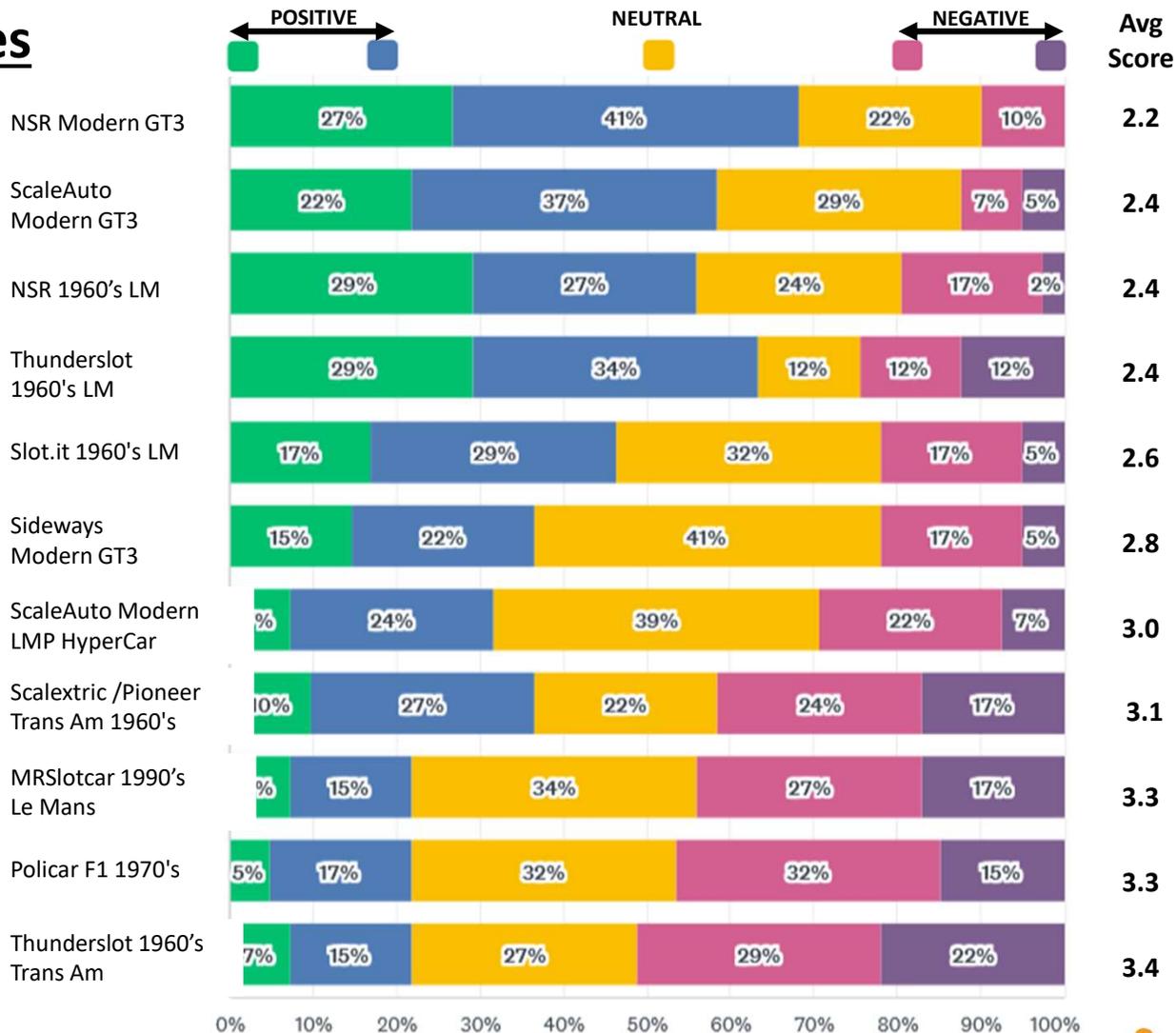
## Comments on Resources Available

- The website is a huge effort, thank you!
- Good job
- We need more support for both the website and for posting on Facebook, where we have far greater audience
- I had issues getting this due to my iPhone Mailbox
- A For-Sale section somewhere for cars controllers etc
- Just want to say that I enjoy the club and seeing my fellow racers. I'm the one who commented on the tire/oil issue, mostly just as an observation. I want to stress that I am happy with the club and my fellow racers.
- I'm surprised the Club Facebook page isn't used more often for club discussions. It seems to be primarily used by Bernard Samson for sharing his amazing collection from his museum in Houston. It would be great if more club members used it, but that's just not the case.
- Data-mining I see! *[SFJ Note: Guilty!]*

# Prompted Potential New Classes

(Ranked by Score – Average/Neutral is 3)

- No class improved on 2022's best new class score of 2.2 on 1 to 5 scale (RevoSlot Classics), although NSR Modern GT3 equaled that
- Overall, the highest rated potential future class was the NSR Modern GT3, then ScaleAuto Modern GT3 class with a 2.4 score out of 5 and highest Top 2 Box score of 59%
- Grouping the classes into Racing Era's
  - 1960's Le Mans scores 2.6
  - Modern GT3 scores best at 2.4
  - Modern LMP /Hypercar scores 3.0
  - 1970's F1 scores 3.3
  - 1990's Le Mans scores 3.3
  - 1960's Trans Am scores 3.4
- No class will be replaced in 2025



Each person voted each potential class from 1 (Best) to 5 (Worst). 3 is the mid-point. 2 top & bottom are usual ways to gauge passion (for and against) a given question.

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

### ScaleAuto HyperCar

- ScaleAuto HyperCar, yes and yes, finally someone running the class.
- HyperCar could be cool but those are extremely fast and even more complicated than GT3.

### MRSlotcar

- Anything from MRSlotcar is junk and there would be more than a few people that would boycott racing this car.
- MRSlotcar, junk, difficult to setup.

### GT3: ScaleAuto, NSR, Sideways

- I like the current GT3 cars
- NSR GT3, so many cars and liveries, already good out of the box.
- Not sure why you wouldn't combine the 2 GT3 classes but you would likely only see 2 cars used, the Viper and the Spyker as they far outshine the other cars.
- ScaleAuto GT3 instead of NSR as we already have two NSR class,
- I think if we are gonna do GT3 we should do ScaleAuto, even if they are incredibly complicated compared to the classes we normally race.
- Like to get a more modern class like GT3. Don't see need to replace Fly 1960's Le Mans with other classes of same period that have so much less selection.

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

### Ortmann

- Change Ortmann to rubber tire on Group C
- Would like to see us eliminate Ortmann tires from Fly and Slot.it Group C
- This is just an observation, not a complaint, since I'm not sure there is anything practical to be done about it anyway. But I'm not crazy about the tires we use in the RevoSlot and NSR F1 classes. They are very hard to true properly, and even when trued very well they take a lot of run-in laps on a routed track to really become grippy. I'm pretty sure what is happening is that guys who run their cars at Electric Dreams inadvertently are picking up trace amounts of oil on the tires, and that improves grip. It may be a subtle effect, but it is real. I don't think anyone is cheating, but lately I've gone to Electric Dreams a couple of times and I have witnessed racers (not guys in the club) oiling their tires and leaving oil on the track. I think tires pick up oil when the cars are run on the track there. And I think trace amounts of oil are then making their way to our club tracks, and that may explain why the Ortmann tires have been less grippy this year. Oil and Ortmann's do not mix! I'm pretty sure that's what is happening, but I don't know what can be done about it. Like I say, I don't think anyone is cheating, and I don't see how you can forbid racers to drive their club cars at Electric Dreams, especially since we race there. And I do appreciate Electric Dreams for supporting the hobby and the club. I guess that's just the way it's going to be. If you want grippy rubber tires you will need to run your cars a lot at Electric Dreams.
- Get rid of Ortman tires
- Would be good to try to get a class that is from the 2000's. Not sure what I would be willing to give up!

### Thunderslot

- Thunderslot trans am, maybe if there were a few different cars.
- Thunderslot Le Mans, great out of the box, lots of cars.
- Fuck Thunder slots!!!!!!!!!!!!!! and I hear that they might not be around much longer.
- I'm not familiar with Thunderslot.

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

### 1960's Le Mans: Slot.it, NSR, Thunderslot

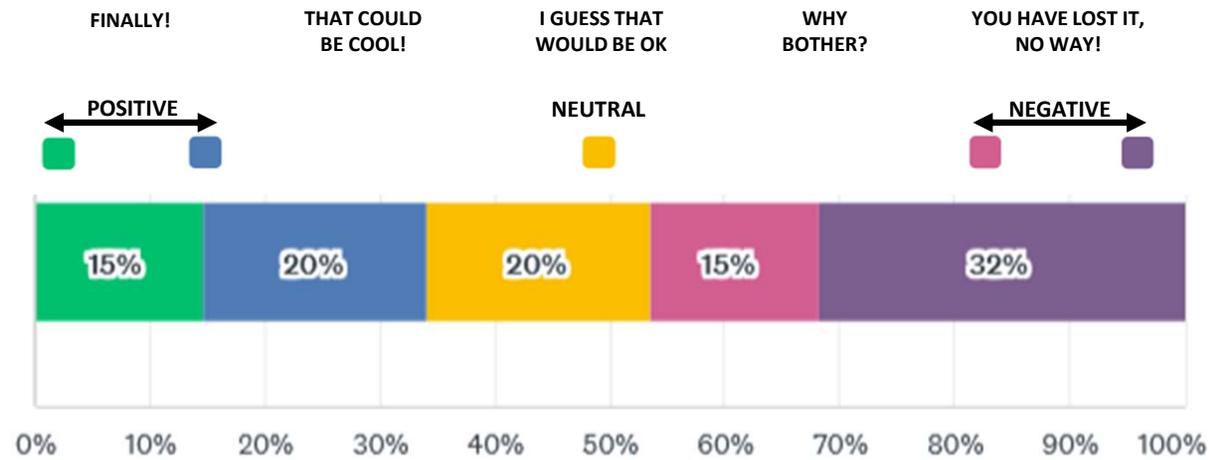
- I think the Slot.it 1960's class is an amazing idea especially if we chose to phase out Fly. More parts, weight would be easier to regulate (just have people use the slot.it tungsten), and we already have proven tire compounds from the Group C class.
- NSR or Slot.it to replace the Fly's, but I rather have the Fly with a hop up kit or a list of approved parts. If not list you can use this! (front axle and wheels, tires and rear axle wheels and tires and gear, a guide). When I drove the Fly cars at the proxy race at Ed's house, they can be a great car with an upgrade.
- I would like to replace the Fly class with 60/70's Lemans cars from a good manufacturer such as Slot-it or NSR.
- I wish one of these would replace the Fly class.

### Other Comments

- Why bring in more classes? Not everyone wants to buy more cars!
- I would like to see the Slot.it DTM class replaced with a class similar to the CanAm class run at Electric Dreams, but limiting the cars to their stock components, or close to it.
- A NSR Mosler class would be cool. All these classes listed above would be a great addition to the club. I am for any new NSR class.
- Trans Am needs to include 1970-1974(?)
- Add a Revo magnet class. Why: Because Revo! And you need some traction and speed in your life
- I really like the race format as is. Some classes could benefit from allowing guide options.
- Only looked at the pictures. I have no real experience with any of them. I don't know anything about these cars so voted down the center every time
- The way cars look and the way cars drive are to different things... the best handling cars are the most fun and make racing the most exciting.

# Are we interested in a class where we allow free choice of gears, guides and tires?

- 47% of us are not interested in allowing more freedom in parts, equally 30% are interested in exactly that idea!
- Over the last 3 years we have become less interested in the idea of freeing up technology with 35% currently interested versus 46% in 2022
- Note the Bottom Box passion is 2 times the Top Box passion against the idea (13 votes to 6)
- 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 the deeper guide in Revo Slot)
- We will not be opening-up freedom of choice in running gear etc. in any classes in 2025
- We may change some tires.....



## Would you be open to changing the Ortmann Tires in Fly and Slot.it Group C, if we can find a good, more rubber-like, alternative?

- Half of us are open to changing the tires on Fly and Slot.it Group C
- A quarter of us don't care either way
- A quarter of us do not want to

<b>Yes let's do it, provided it improves the handling</b>	<b>50%</b>
<b>I don't care either way</b>	<b>28%</b>
<b>Not interested in changing</b>	<b>22%</b>

- I propose we try to find some alternative tires for these two classes in 2025

Each person voted from 1 (Best) to 5 (Worst). 3 is the mid-point. 2 top & bottom are usual ways to gauge passion (for and against) a given question.

# Why might you personally be making different choices for Farrout versus ED National Championship events? 1

- Have not been to nationals, too much time required
- While I have not raced a lot in 2024, a three day “nationals” commitment plus many practice and build hours ahead of the event just to be mid-level seems too much of an effort.
- National events at ED occupy an entire weekend and take a big commitment in terms of car prep and expense. This could be the reason for lower participation.
- Because of the simplicity of keeping everything stock in our Farrout club rules, Farrout racing at Electric Dreams is a huge draw compared to an ED night where their rules are a lot more lenient (open) as Farr (hehe) as modifications. I really enjoyed our club races there
- My race choices are all logistical. Most FO locations too far way to do regularly. Plus with weekends Saturdays my only track time I like practice weekends to test cars. Can't test and practice if racing every weekend.
- Championships are crowded and take up a lot of time. Some Farrout races are a long way away
- The National events take a lot of prep and time. I personally have other hobbies and interests. I prefer the Club races. I am not a super big fan of Electric dreams especially if you are in the first round of racing you sit around for two hours. I wish the format could be changed so a racer is involved during the whole time period.
- Participants in the national race weekends take everything way too seriously. It's just not enjoyable for me.
- National weekends are getting out of hand and many are losing interest, One day events are the best
- I don't attend most ED races because of the time and money commitment it takes to be competitive. If you can schedule around ED races fine but if not let's race on the same days in some cases.
- I am able to participate in a variety of the races around town because 1. I'm retired and have the time, 2. It's my primary hobby, 3. I am willing to spend the money (up to a point).
  - We are EXTREMELY lucky to have Stephen providing the loaners for the club, plus the willingness of capable tuners who volunteer their time to prep those loaners. I'm glad we have the Farrout club for all racers to participate in without putting out a lot of money.
  - For those who have the time and money we are lucky to have Electric Dreams races. Even if good loaner cars and a controller were provided, and fees were waived, I don't think we'd see many more participating at Electric Dreams. It still takes an entire weekend, and most "casual" club racers are just not into it to that degree.
  - The big 4 manufacturer's races at Electric Dreams are both expensive and time consuming, and for many of the racers their entire experience equals ONE minute of Qualifying, and EIGHTEEN minutes of racing. That's not much bang for your buck when you consider you need to buy a car, many upgraded parts, a costly controller, and TIME to practice and participate.

## Why might you personally be making different choices for Farrout versus ED National Championship events? 2

- I've always said that at a FARROUT event it is a social event where a slot car race broke out. Much, much more fun than the serious atmosphere at ED. It also means buying more parts for every race along with racing fees going up.
- I prefer Farrout less complicated
- Farrout Racing takes much less effort and I get a better result as compared to Electric Dreams.
- Farrout racing is less stress and less expensive, personally with my cognitive issues which I apologize for and completely hate, I enjoy the relaxed racing, but also racing at a higher level is kinda what I have done my whole life. Qualifying 13th at the Nats was like winning for me, but that's about as long as I can drive with brain cells.
- I make the ED races as I live in El Segundo so it's a bit easier for me to attend those. The kid has sports often so it can be harder for me to make races when they're further away.
- Did not attend any of these. The traffic getting too and from Electric Dreams means I usually skip that track
- Like everyone else, it's track style preference.
- I attend both and tend towards the national races as it is much closer to my house and being able to modify the cars is something I like to do.
- I try to race in both, but life has honestly been really busy between work and personal stuff. I'd like to get back to the roots of my Slot Car racing but I don't feel as though my Farrout cars are as well set up primarily due to the tires. I can work my way around rubber perfectly fine but the Ortmann stuff is harder for me.
- I like em ALL, when I can.
- I want to make all races at ED.... But Farrout is a nice place to go when time allows..
- I participate in the national races so, this question doesn't apply to me?

## Why might you personally be making different choices for Farrout versus ED National Championship events? 3

- This year I made more effort to show up for the other national races, before I just did the Slot-it race.
- I enjoy the races at ED. I have not wanted to be on YouTube racing this year because my back issues.
- I have not done any racing at ED other than club races and one Christmas Enduro. Planning to try the Slot-it Nats next year. I'm not concerned if there are overlapping races at ED and Farrout on the same weekend since there are (happily) so many slot car races that I wouldn't have the time or inclination to go to all of them anyway. Sometimes you just have to choose!
- We are blessed with what is for me, an overabundance of slot car races, and choices have to be made.
- Yes, but it isn't for everyone ! You plan a race Like at Piranha? With a Cash Prize, LMP Foam Tires and only a Single Day Event. Also offer a kit for the Car to setup for this Annual Race ! They will Come Only a Single Day event
- I race whenever I am in town.
- Can't say, health issues and extreme heat keeping me away from many events.
- Have not made races due to health considerations more than anything
- I try to participate in both Farrout club events, and National Championship events
- I doing just the right amount of slot racing !
- FYI, most of the new members are originally from ED, so you will see more racers at an ED/Farrout race. On the flip side you don't see many ED racers at a Farrout track.

# Proposed Changes for 2025 – Discuss at Annual meeting on Dec 7

## Background

- I am already unhappy with the amount of work required for the NSR F1, 2x RevoSlot and Ortmann tires for Fly
- Ortmann for Fly and Group C are either getting more variable or picking up oil from tracks is making them more variable, or both or something else – regardless of cause, the net result is not as good as in prior decade/s
- Over a decade ago: for Group C we switched to Ortmann only because the initial and later Slot.it C1 compound tires were very variable in grip; for Fly the OEM tires were unusable and Ortmann happened to be available at the time

## Slot.it Group C Le Mans

- Switch to a Spec Farrout Slot.it rubber-based tire, most likely the C1 Compound which is both OEM and now stable in performance, ideally with identifier on tire. Club will source them for all racers. The Slot.it options and my POV on them are
  - C1 is still the OEM, new cars come with them, easier to true, less work overall
  - G25 seems too much effort and work for Farrout, needing lighter fluid etc. to cut and polish, a path Farrout does not support, despite needing it for efficient truing of NSR / RevoSlot tires
  - F22 is alternate but I do not know anything about it (Slot.it suggest it for Policar)
- Add mandatory use of 1x Tungsten Slot.it SP23, weight in rear most position. Club will source them for all racers

## Fly 1960's Le Mans

- Allow a spec metal rear wheel, using a spec rubber tire. Club will source them for all racers
  - Likely NSR's new tire compound for wood and Policar – likely using a slightly different color (dark Grey?) for the tire. We have to test if this works for main cars
  - Likely NSR5035 - 16x10 as it has at least 3 period wheel design inserts from NSR plus one from Slot.it
- Allow non-screw Slot.it CH66 Guide (21mm long 6mm deep) with use of guide spacers (guide spacers in Fly only)
- No changes to axles, gears, or any other parts
- Likely implication is that the Porsche Carrera 6 (impacts max of 6 drivers, not all at top), Ford MkII and Ferrari 250LM (no one uses them) would be out of the class. Sue me 😊