



Farrout Slot Car Club

2025 Survey for 2026

12/13/2025

Farrout Slot Car Club 2002 to 2025 - History

History

- We have raced for 24 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 2025 we had 10 Tracks, 8 Hosts, 25 Race Dates, 9 classes, 45 races, 68 Racers and 5 Setup Days

Racers

- We averaged 18 racers per race day in 2025, with ~30-40 participants in each of the 9 classes.
- We have had ~300+ people race with us in that time
- Nigel Rick, Jim Wiseman and SFJ were at the first race, all 3 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 ~41,000 visits from ~6,000 unique visitors, in 2025 we have had 17,000 visits
- The **Facebook** page now has over 1,050 members and is growing daily

Farrout Slot Car Club Survey 2025 for 2026 - Method

Goal

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

What

- 17 Surveys have been done – mostly annually – starting in 2004 through to 2025
- Comments are not edited & are presented back to the members as is, broadly grouped
- We typically have Round 1, with a Round 2 if items need to be decided

Survey Participation

- 2025 – The 35 who responded to the survey represented
 - ~90% of all 2025 race attendees – by races completed
 - 35 of the 68 who raced (51%)
- This level of participation is typical of the surveys to date, last year 41 participated and represented 93% of races completed

Farrout Slot Car Club Survey 2025 for 2026 - Summary

Results

- We will not be replacing any class in 2026
- Of the 9 existing classes we replaced a class in each of 2022 and 2023, respectively

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 ~90% of the laps raced YTD 2024
- Opportunities exist for improvement
 - in general support of each other on race days
 - In specific small changes to how we do race days
 - and supporting preparing cars in the existing classes
- SFJ: Please note that I have left the comments EXACTLY as they were written. While I appreciate people's comments, publishing comments does not mean I agree with them. I will ask you all to express your passion more eloquently in the future and be specific. In one case I did not publish a comment – my club is not a forum for abuse of anyone. The author of the comment can take it up with me if they wish.

“Proposed” Changes for 2026

- Based on the survey it does not seem there is support to make big changes in 2026
- A proposal has been made to allow the oiling of tires, we can discuss at meeting

Classes Ranked by Avg Score

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

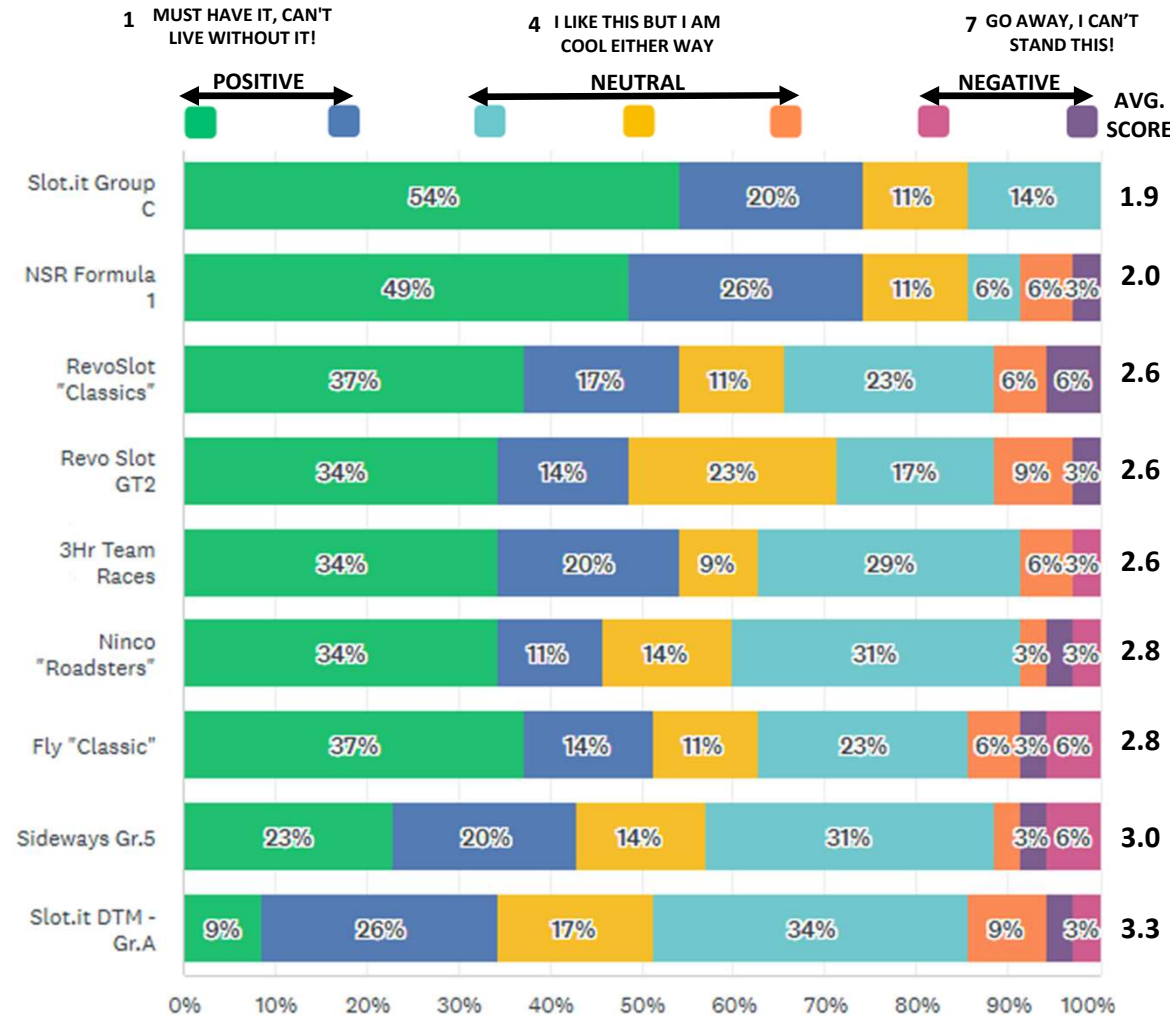
All 9 classes scored above Neutral (4). The Top 4 were the same as in 2023 & 2024 but the Top 2 switched. Slot.it Gr.C and NSR F1 remain distinctly most popular

3Hr Team Races moved from 8th to 5th scoring 2.6 vs 3.0 in 2024 and 2023. Sideways (5th->8th) and Slot.it DTM (7th->9th) moved down, Fly moved up (9th to 7th)

The highest negative sentiment was just 9% and 7 classes had between 40%-50% Neutral sentiment

Slot.it DTM is likely suffering from "Opel Calibra" overload syndrome and not being a known class is US

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



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)

	Weighted Avg 2023	Weighted Avg 2024	Weighted Avg 2025	+ve	Neutral	-ve
Slot.it Group C Le Mans 1982-93	1.9	2.2	1.9	74%	26%	0%
NSR Formula 1 1980's	1.8	2.1	2.0	74%	23%	3%
RevoSlot "Classics" Gr.2 1970's	2.3	2.4	2.6	54%	40%	6%
Revo Slot Le Mans GT1 - GT2 1993-99	2.2	2.4	2.6	49%	49%	3%
3 Hour Team Races	3.3	3.0	2.6	54%	43%	3%
Ninco "Roadsters" Le Mans 1949-63	2.6	2.7	2.8	46%	49%	6%
Fly "Classic" Le Mans 1964-74	2.9	3.0	2.8	51%	40%	9%
Sideways Le Mans Group 5 1976-82	2.7	2.7	3.0	43%	49%	9%
Slot.it DTM - Gr.A 1990's	3.1	2.7	3.3	34%	60%	6%

Class	Bodies	Liveries	Avg #Liv / Type	Avg Yr Released	Avg Age in Years
NSR Formula 1 1973-1988	1	47	n.a.	2022	2
Slot.it Group C 1982-92 Le Mans	17	151	9	2014	10
RevoSlot Gr 2 Classic 1960's	4	53	13	2023	1
RevoSlot LM GT1-GT2 1990-94	11	170	15	2021	3
Sideways LM Gr.5 1976-82	17	144	8	2017	7
Ninco 1949-61 Le Mans	10	84	8	2006	18
Slot.it DTM Gr A 1983-94	5	49	10	2021	3
3 Hour Team Races					
Fly 1963-71 Le Mans	16	328	21	2007	17
Total	81	1,026	13	2014	10

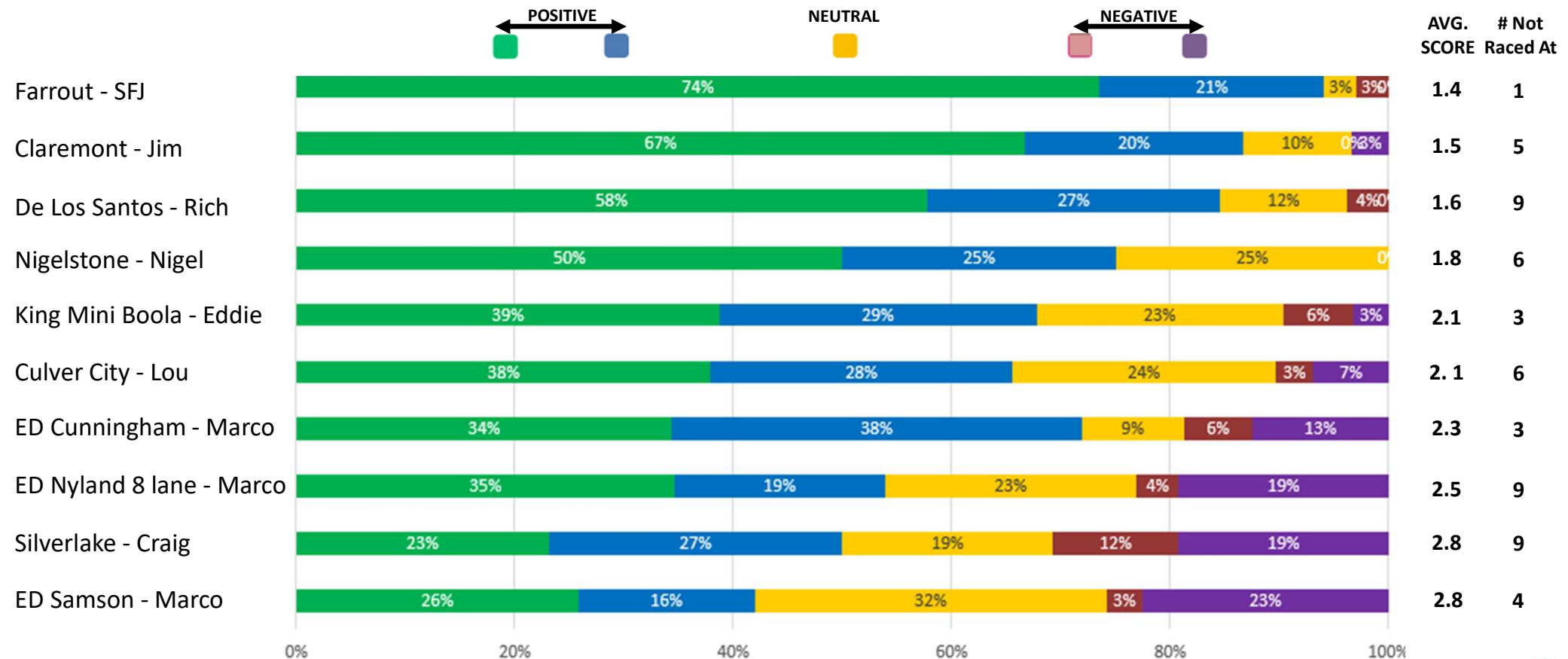
Each person voted each class from 1 (Best) to 7 (Worst). 4 is the mid-point ("I like this but I am cool either way").

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)

- The Top 4 tracks remain the same as 2024 with King Mini Boola moving into 5th
- All tracks scored above the average (3) and scored 70% Top 2, 18% Mid, 13% Bottom 2
- All but one got 50% or more in their Top 2 votes out of 5
- Even the 3 lowest ranked tracks had only 8 negative votes each (26%)



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 broadly happy with the tracks we race on, although things can always improve!

- Jim & Richard are the best hosts!
- Some hosts go all out and we know it can be quite over whelming for others. Overall, always have fun and appreciate the efforts
- I haven't seen anyone's significant other to determine how handsome he was, I think everyone keeps their bf/husband locked away until the race is over, distractions would be an unfair advantage to the host. 🙄🙄🙄🙄 After reviewing the treatment of former employee Carlos at electrocution nightmare, the tracks/customer service/purchase policies are still trash.
- Nyland scored lower due to number of lanes making marshaling more difficult for inside lanes. Lou's, some marshaling can be difficult, plus additional low marks for cramped spaces and poor track fit.
- Deeply appreciate both the individuals and the businesses that provide the opportunity to race on so many different tracks
- We are so fortunate to have these tracks available!
- If Marco is involved, I am out!
- I don't like the general atmosphere at Electric Dreams for races. I find the Nyland track underwhelming. The Samson track really chews up tires particularly on the Revo slot Group 2 cars. I find the Cunningham track very frustrating as I can't seem to grasp it despite a lot of practice.. Marco does not help make the experience better.
- I appreciate all of the tracks and hosts. Although I rate some higher than others, the large variety of tracks is great! And I do appreciate all of the hosts.
- Please bring back Slot car Museum track
- I appreciate all the hosts and venues available to us. To host is harder than it looks! That said, I love the Nyland track for appropriate 1/24th scale cars. For Farrout it's more a novelty. The Samson layout creates too many track calls to be "fun" racing.
- My one complaint is that Richard needs to make that one building removable so racers can see the track
- The rough terrain at Eddie's keeps me from attending
- All Hosts have plenty of food and drinks except Stephen (sorry but its true)
- Enjoy all the tracks but distance from me keeps me from going to all the races
- I am hoping to have a couple (maybe 3) events at my track in Temecula. Before pursuing this, however, we need to figure out whether the members are interested in doing so. The test day that I staged in October seemed to go over well, but since it was attended by only 6 members, I don't know if there's enough interest in further meets. I look for the club's input on this. Dale S.

Note: All comments are posted as they were written

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 on Lunch and miscellaneous items etc.

Lunch

- Stop races for lunch. All Hosts have plenty of food and drinks except Stephen (sorry but its true)
- If time permits, it's nice to break for lunch so we have time relax instead of racing, marshaling, or being concerned if we need to get ready.
- Designated lunch breaks work well for me. It prevents people from rushing between racing and eating lunch.
- Personally, I am not crazy about stopping for lunch, unless it's a small turnout and we don't have enough marshalls
- Appreciate when we can take lunch break between classes. Trying to hurriedly eat something only when not racing or marshaling adds stress when this should be more fun.

Controllers

- #1 Working controllers we should never have One person talking about something is going on with the controller
- Better and more standard Controller's. If the controller and cars are better, it's just more fun..

[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]

Miscellaneous

- Get a trophy for the winner. We did do end of year trophies. Is that still done?
- If you want to give prizes and plaques maybe you would have to have a rating system or two classes as a group of the certain 4 people in the club would always win. Maybe do the prizes on a team race? And plaques with two classes on regular racing?
- Getting rushed out of a race venue, not fun 😞 "
- Not to have the same racing class at the next race like the Ninco cars were back to back last weekend.
- It would be great if the website updating was done in a more timely fashion, especially in regards to any class rule changes, schedule changes and race results. It does seem to have improved over the last few weeks, which is appreciated!
- Talk to Craig about having a day of go kart racing at the outdoor K1 Winchester, CA race track. A discount can be had with a group of 12. The Winchester Track is amazing but they have 2 indoor tracks in Burbank and Culver City. Just an idea. The racing at the Outdoor track gives a real F1 experience.

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, support for **Earlier Starts, Sunday and lack of predictability is generally not liked**

When we race

- We were doing great till races were scheduled for Sundays. Although I don't mind as I can do other things :-)"
- Keep all races on Saturday.
- No Sunday races. It is okay to have FarrOut races on Saturdays when there are races occurring at other tracks. Racers have to choose between which race they want to race in which is alright.
- I know it is hard but I like Saturday racing days.
- Keep to regular every other Saturday so one can plan ahead. Switching from Saturday to Sunday and Sunday to Saturday during the course of the season is very frustrating.
- Moving forward, I encourage the Farrout Club to hold every race on Saturdays, and to try to work around the others. If there are conflicts with other venues, so be it. In all cases, we were there first.
- Start earlier, end earlier on all race days
- For me I like an early start time practice to start 8:30 or 9 and racing to start at 9:30 or 10:00. The earlier the better.
- Start earlier. When we have a big turnout it sucks when we have to fight Saturday evening traffic on the way home. At last Saturday's race at Jim's the race was over by 3:00 pm and the drive home was the fastest ever.
- Start earlier and end earlier. Because of the drive I make to/from Temecula
- Start earlier
- I think the earlier start improve
- Mentioned before I like an earlier start time
- I do like earlier. like at Jim's race
- Getting rushed out of a race venue, not fun 😞

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, support for **Earlier Starts, Sunday** and **lack of predictability** is generally not liked

How we race And Support Race days – part 1

- the shared knowledge of tuning cars and how to drive better on each track is really good ..Teaming the top drivers with new or inexperienced drivers in each heat is a bit intimidating knowing you have little or no chance ... That's just me ..So Far i have enjoyed every track i have raced on each one is a unique experience and has taught me to drive better. Marshalling is more important than i thought originally and should not be done by first timers until they understand WHY. the need to focus on their corner.. just my opinion from a rookie
- A small bullhorn to announce next racers. Quite a few tracks have the race computer in one space and the pit areas in other areas which makes it difficult to hear race announcements. It would also mean less shouting for race directors.
- I really liked the qualifying that we did at Jim's first race. I don't think it delayed things, because the heats went faster since participants ran all three heats consecutively. There was less time wasted while waiting for drivers to get to the starting line. Qualifying could be done quickly with a written list of drivers order of qualifying and a 30-second interval between racers qualifying. If you don't get your car to the line in 30 seconds too bad.
- Stop delaying the start of races to wait for people to show up. It always seems like it's the same people who are late. Often the latecomers then demand to have time to practice. People need to show up on time. Perhaps make an exception for people who are new.
- Age old problem but tone down the verbal outbursts. I know competitions can get the best of people.
- More support in running the race from being prepared for your heat, actually marshaling twice after racing, supporting getting the lap counts into the laptop etc. We organize this for your enjoyment, it would be appreciated if you all pulled your weight.
- #2 the cars you run greatly effect the fun factor, run more good cars thunderslot, NSR, scaleauto

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, support for **Earlier Starts, Sunday** and **lack of predictability** is generally not liked

How we race And Support Race days – part 2

- People not skipping their marshalling duties
- a Race director for the day will be perfect
- I'll try to continue taking photos and posting them, including of the podium cars. Sometimes I get too busy and forget.
- Maybe a change in format such as lap goal instead of time goal, though this won't work on tracks with Trackmate; only DS does it
- more good cars thunderslot, NSR, scaleauto.
- There can never be too many motivational comments from SFJ.
- Welcome the return of braided juice, and I will supply it for the races, but not to take home.
- Race Director the same for the day
- I would like to volunteer to record and document all of our races to have them as permanent archives/history of our events! That was my un-official goal this year before my health issues prohibited me from doing so! With that being said, I would love for someone to volunteer to be my back up, if or when I am unable to attend. :-)
- One improvement that comes to mind would be to let racers know if bringing any additional pit items (such as a chair, table, popup shade, etc.) would be useful at a given event. It seems like a few of the venues could have benefited from some extra seating and/or pit surfaces, and knowing ahead of time prior to race day would make it easy for races to come properly prepared with additional chairs, tables, shade or whatever would be needed for everyone to have a spot.

What would make race days more fun for you?

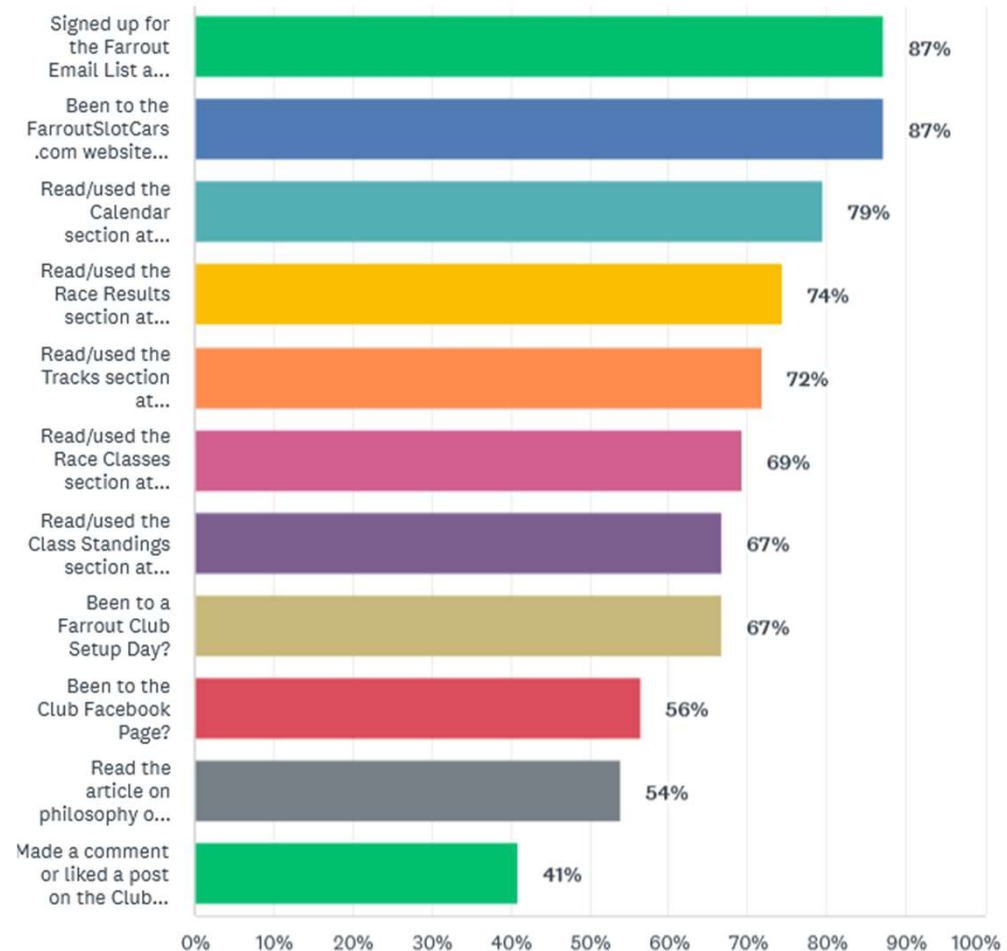
What are some things that you would like to see changed in our club races, and why?

Notwithstanding the above comments, people are Happy

- We're lucky to have such a variety of tracks and hosts. I'm pretty happy with how things are.
- Driving better. Actually the status quo is working for me.
- The days I have raced have been an absolute pleasure
- I've very much enjoyed the Farrout events that I've been able to attend, having a bunch of fun. Even at the races yielding my worst results I still managed to fun and leave looking forward to the next Farrout race.
- It is great as is ... can't thing of anything to improve on at this time!
- All of the host do a great job
- They are always fun these days. I think we have a great club and yes we all have fun. Stephen you do an amazing job running the club.
- nothing comes to mind at the moment
- I have fun at all the locations we race at. The tracks are well maintained and the members of the club create the fun factor.
- Like them the way they are
- "I have managed to have a lot of fun at all of the Farrout events that I've been able to attend!
- I have a great time at all the events.
- Heat is a factor some of the times
- Distance and travel time stops me for some events
- "The group of racers and the good fun fair and kind competition is what has made this club so great. And the Hosts, who allow people into their homes (*and garages) to have said fun."
- All race days are fun, I can't imagine it being more fun. I think we have nailed it.
I'm happy with things as they are. I got nothin' I'm satisfied with the way it's being handled now
just fine All good . encouraging comments are always welcome . Its all good 🍌🍌
All good in this area I like things like the way they are generally. I have nothing to add here
All is good as it is Club seems to run
Pretty happy with the way things usually run.

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

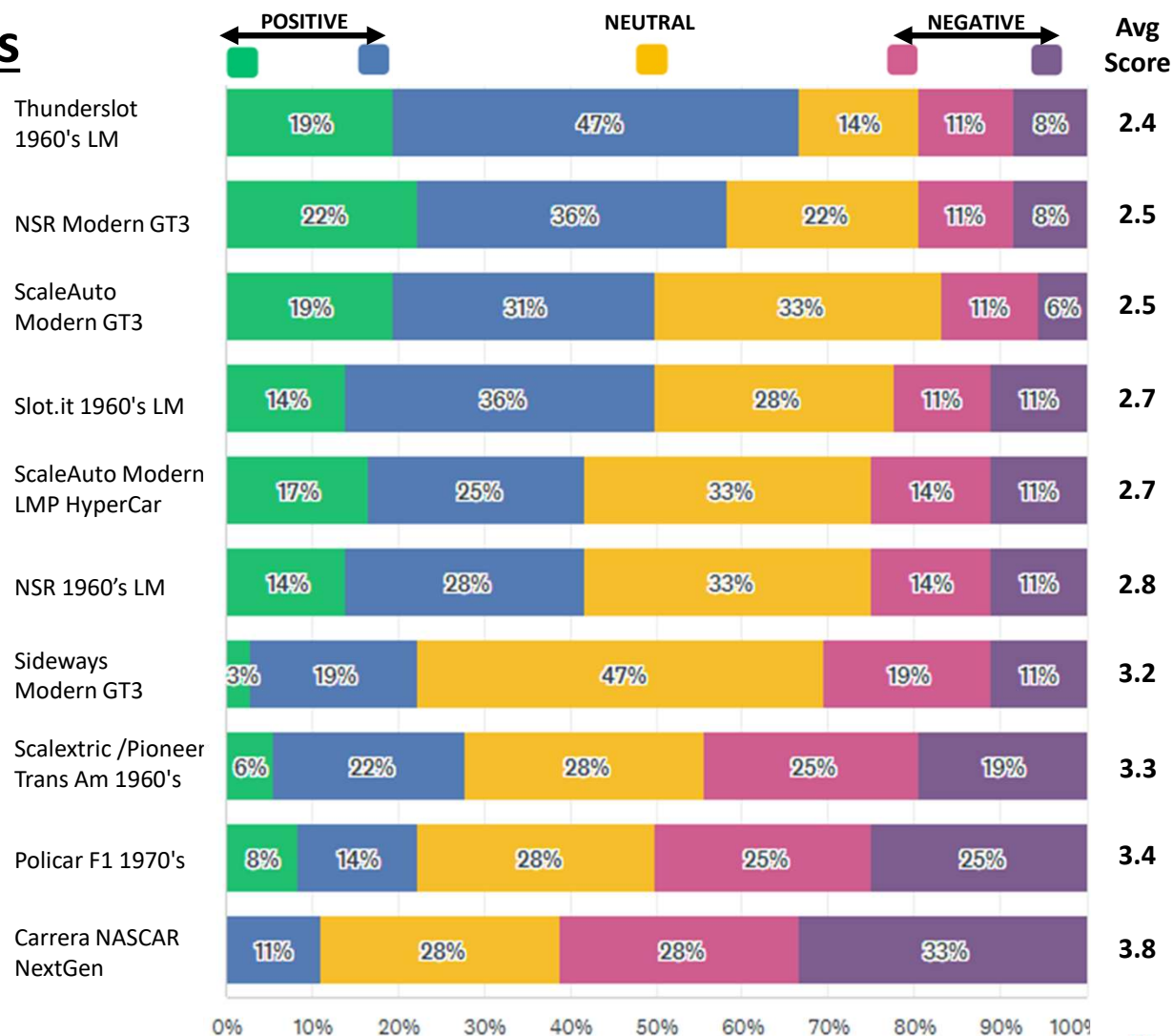
- I visit the site quite often & the calendar isn't updated when dates are switched
- Again, I think you do a great job Steven
- I don't do Facebook
- Farrout should be nationwide and races with different clubs
- All great info.
- "I've said it before. I'll say it again. I was at a FARROUT social event when a Slot Car race broke out. "
- yes i constantly look at the Classes and rules updates !!
- We are one lucky club! There is a range between just showing up with 15 bucks to race, and spending a lot of time pouring over some (or all) of the information stated above. There's always room for improvement, but we're miles ahead of other racing venues when we consider the information the website alone.
- It would be great if the website updating was done in a more timely fashion, especially in regards to any class rule changes, schedule changes and race results. It does seem to have improved over the last few weeks, which is appreciated!

Prompted Potential New Classes

(Ranked by Score – Average/Neutral is 3)

- No potential class improved on 2022's best new class score of 2.2 on the 1 to 5 scale (RevoSlot Classics).
- Overall, the highest rated potential future class was the Thunderslot 1960's, then NSR Modern GT3, then ScaleAuto Modern GT3 class
- Grouping the classes into Racing Era's the 3 core options are equal
 - 1960's Le Mans scores 2.7
 - Modern GT3 scores 2.7
 - Modern LMP /Hypercar scores 2.7
 - 1960's Trans Am scores 3.3
 - 1970's F1 scores 3.4
 - 2020's Nascar scores 3.8

- No class will be replaced in 2026



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? Part 1

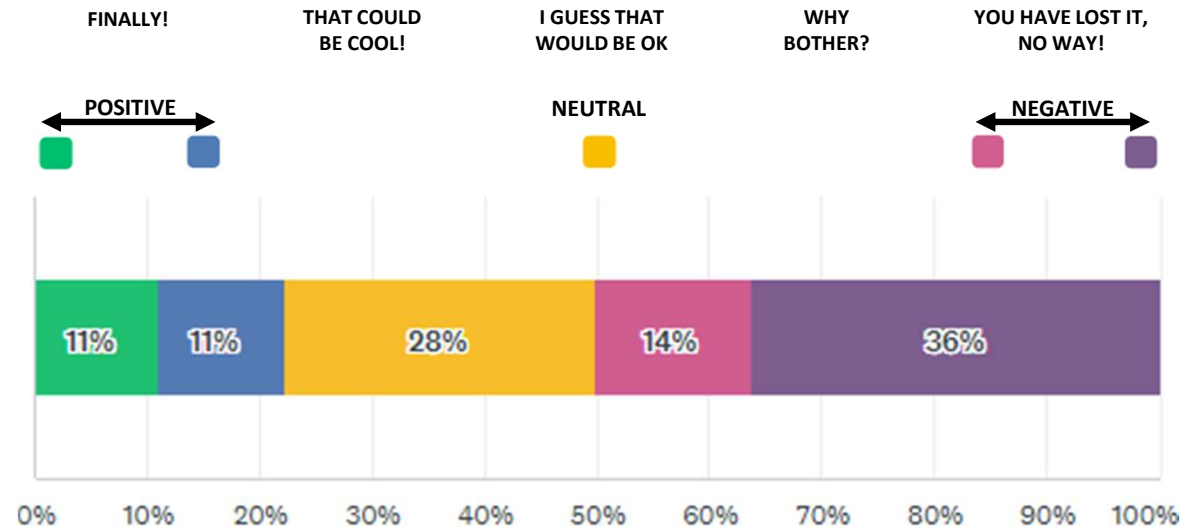
- NSR & Scaleauto cars are too fast for the club tracks
- The NSR and ScaleAuto GT3 cars could be a challenge on some tracks due to the power level of their motors.
- NSR GT Great out of the box
- NSR and SLOT IT Le Mans no one races them so few people have them
- If i have to buy the poli F1 70's cars exclusively from Electrocuton Nightmare or any car/part from them I'm out
- Policar F1 would probably do well on home tracks due to size. Just don't know enough on tuning their 3 gear system.
- Policar Pretty but junk
- ScaleAuto modern Le Mans could be fun but think only on bigger tracks. Also relatively new and needs more liveries.
- ScaleAuto LMP Too big for most tracks we race on
- Scaleauto GT These are best for modifying NOT Farrout
- Carrera NASCAR might make for a cool enduro race. Not many liveries out.
- Carrera why make us buy junk?"
- Trans Am cars too much work to get them to run decent
- Thunderslots I Love them Great right out of the box!!!!
- Sideways One is enough!
- I know nothing about these cars and how they run, except for the policar which I think we ran once and I enjoyed

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

- I particularly like the Can-Am / Le Mans and Policar F1 cars. I also enjoy ScaleAuto Modern GT3 cars.
- I'm in favor of anything to replace the Fly class. Or else outlaw the Chevrons and allow only Porsche 917's, Lola T70's, and Ferrari 512's. That would still leave a large array of historic liveries and cars to choose from.
- My thought is that any of these classes listed would be more fun to race than say the Ninco 50s class we currently race, given the choice.
- the Ninco class cars would be better if we could upgrade the Wheels to metal w/set screws and Tires.
- My only sticking point: if there were to be a new class added, please (PLEASE!) lets only add a class of cars that are currently in commercial production; as all of the given options seem to be – just sayin'.
- I really don't race enough for my opinion to be a factor
- It's difficult to add a class without either reducing or eliminating an already-existing class. I'd be happy to give up the Slot.it DTM class (they just seem to run like a slow version of Slot.it Group C, to me) and introduce a combined NSR/ScaleAuto GT3 STOCK class. They run great out of the box.
- The full disclosure being that I do already own some of those cars. I am less inclined to jump into a new class that requires me to purchase new cars, although not a total deal breaker.
- I am currently working on a couple of classes that may be attractive for team racing on my digital track -- Revell-Monogram Historic NASCAR and Scalextric/Pioneer Trans Am. Note that I have answered the Carrera Nascar Next Gen question above with a negative. This is because I prefer the era of NASCAR when the "SC" still meant Stock Car. The Rev-Mono cars are all models of cars from the early-mid 1960s when a Ford race car was a modified car from the Ford factory and a Plymouth race car was a modified car from the Plymouth factory. A Ford looked like a Ford and a Plymouth looked like a Plymouth. Digitizing both the Rev-Mono and the Scalex/Pioneer cars is quite easy. Both groups have adequate space within the chassis to mount the Slot-It digital chip. And Slot-It makes/sells chip mounting parts designed exactly to fit into the Scalex/Pioneer Trans Am cars BRM small.

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

- 50% of us are not interested in allowing more freedom in parts, 22% are interested in exactly that idea (30% last year), with more neutral in 2025
- Over the last 4 years we have become less interested in the idea of freeing up technology with 22% currently interested versus 46% in 2022
- Note the Bottom Box passion is 2+ times the Top Box passion against the idea
- 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 2026



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.

Comments on having an “Open” class - the interested

- Really gear choice and weight would probably be enough
- being able to change gears would make some cars much easier to drive
- Having to buy additional parts or the wrong parts gets expensive \$\$\$"
- Restricted open class
- I think I'd participate on a limited basis if there were to be a more open tuner class.
- It would be a chance to run the same cars more often. That said, the reason I rarely race at ED is due directly to the cost, effort and time required of open spec racing."
- If you think it would increase membership with the sort of people you find desirable - I would consider it.
- I can think of 15 or more club racers who have raced at Electric Dreams or at Lou's in the Robert Silva Race Series, where such cars are used. Farrout is no longer a "beginners" club. I'm not suggesting in any way that ALL Farrout classes be opened up to such tuning/alterations. But if loaners could be made available I'm sure it would be an enjoyable addition. An equally large question is: What would it replace?

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.

Comments on having an “Open” class - and the less interested

- There are many opportunities to race with cars that one fiddles with in other racing series. Farrout is now the lone series that we don't, with some recent cracks in the foundation. Despite the resemblance to "real racing" do not let it go any farther into a free choice tech battle.
- Goes against the original nature of the club, but it would offer newer people interested in doing more to their car a chance to try that style of racing. ED can be a long drive for some that are interested in more open classes. Plus for those that race FO and ED it could eliminate the need for different cars at different tracks.
- I think you would need to be careful with this type of change. This would be a big move away from what the club has established.
- My favorite aspect about Farrout racing is the (mostly) box-stock spec of the cars.
- That's not what Farrout is about
- Hours were spent just talking about the use of lighter fluid with no conclusion I can't imagine a complete set of rules
- Yes, I would like to be able to update the Ninco classics to decent wheels and tires. When you say "free choice of gears...." I would prefer that the choices be limited to parts that have been OKed by the club.
- The added weight to group C cars is wrong and can't be changed for a year
- It is a slippery slope...
- I like how we race now, out of the box with minor tuning. Otherwise... Never. It goes against one of the principle tenets of the club. Next to ""Have fun"", it is the main one.
- Absolutely not ever, you are completely nuts. Other places offer that, leave them to it.
- The nice thing about Farrout racing is that you don't need to live your whole life at some track testing gears, guides, and tires. If that's what you want to do there are now plenty of other places/venues to race at.
- Would like to keep classes as close to stock as possible. We already have certain people winning most weeks, why give them another class to win.
- simi out of the box is ok for me

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

No Specific Issues

- I think a lot of choices is a GOOD thing. A lot of this is due to the value and history of FarrOut Slots. IMHO. Racing options on different tracks with different classes and different sizes is great. As long as you have enough racers at the FarrOut club races to race & marshall, its a fun race day.
- For me I prefer only the Farrout race days. I forgot to mention I also prefer 3 min heats on all races but I can understand 4 min heats on the three lane tracks.
- I think you should keep far-out far-out... and don't change your schedule to accommodate other races.. you have great program... other than the changes I would like to see...
- Ignore the national races at ED and Piranha. Just do your normal every two week racing schedule that has worked in the past (except in 2025).
- We may need to be more flexible since these other races have meaning to club members. Perhaps Sunday races may need to be an option for some dates.
- Of course ED / Farrout races have more participation. Those are mostly ED racers. The opposite could be said as how many ED racers show up to Farrout races
- I really like ED Slot.it Nationals
- Only Farrout for me. But I find it more difficult theses day due to health issues.
- Some day when I've got more time I would like to race in a national event, or get more involved in races at Electric Dreams. But Electric Dreams and the other track locations are really inconvenient for me. I would like to do some more 'serious' racing, but that isn't going to occur at Farrout unless you completely revamp everything about the club, and I don't see that happening. And that's okay actually. Viva la difference.
- FARROUT races are much more fun than the ultra competitive, pricey National events. Even if the same few win all the time.
- I attempt to TRY to attend both the "national" events and Farrout Club Race events whenever possible!
- i try to race all races i have cars for at Electric dreams .. the only conflict was at Eddies and ED in the same Sat. Farrout Sundays are tough. RsRS and Nats when they fall on a Sunday are tough for me too .. otherwise i am In for them all ..
- I would like to commend you on the job you've done to manage the schedule and avoid conflicts and confusion as well as you have. Although I have viewed this matter, mostly from afar, it is clear to me that this is not an easy job -- kinda like herding cats -- and I think you've done extremely well.
- I really like ED Slot.it Nationals
- Closer to my home
- I'm not good enough for national events

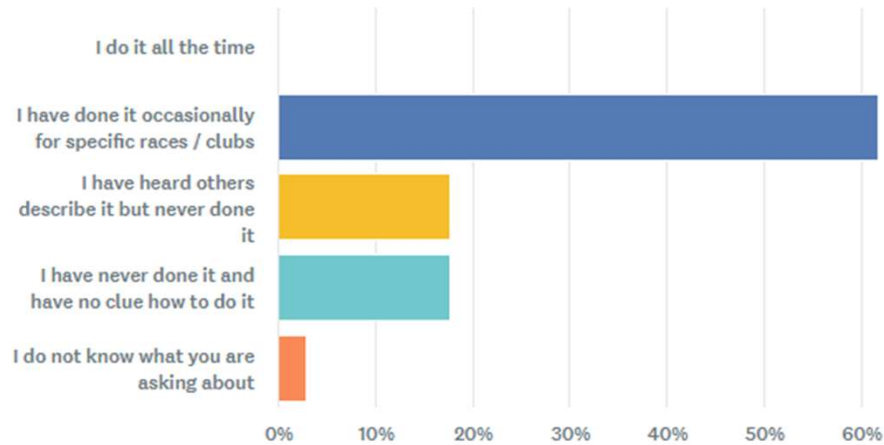
Why might you personally be making different choices for Farrout versus ED National Championship events? 2

Time, Effort, Cost and Other Issues

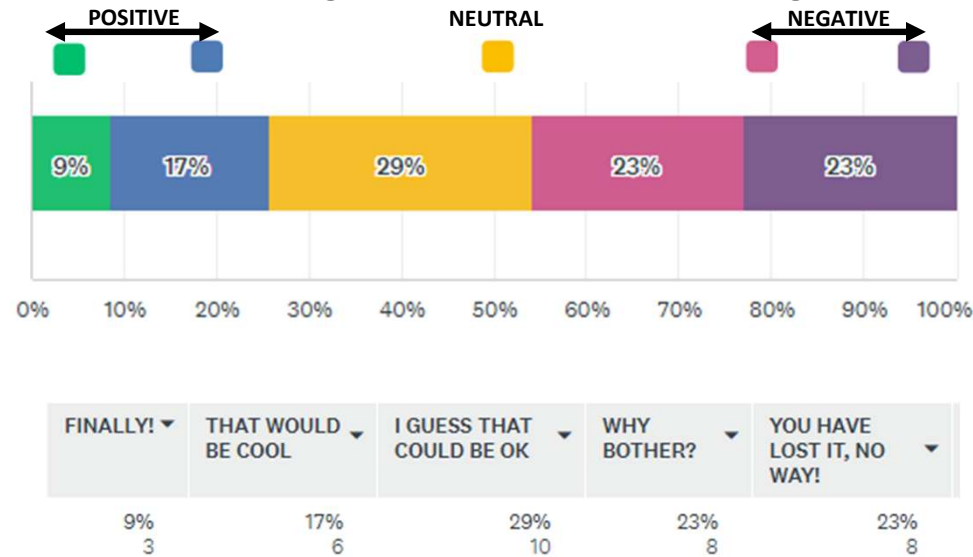
- a lot of work to get car ready fro Electric dreams
- don't have the time to prepare for all the classes in all the venues
- Too much effort to setup car with too few chances to race the class at ED. I have not made it to a nationals yet
- I choose Farrout over Nationals, regardless of host, due to level of car preparation needed for any Nationals type championship race.
- I prefer racing cars that don't require/are not allowed, changes to how they come out of the box, so Farrout is the choice. With all the different race series available, one has to make choices, which is not a bad thing. But this natural selection will probably help make some race series die out.
- The reason I rarely race at ED is due directly to the cost, effort and time required of open spec racing.
- In the past at Electric Dreams was fun but Marco has destroyed that. He has canceled several races due to no attendance
- We are lucky to have all the racing choices we have. I really enjoy the slot car hobby, but I can't race that many weekends. Another factor is the differences in the car setup required to run at the various races.
- "I enjoy the atmosphere of Farrout races.
- At National level the effort to be competitive is magnified and challenging it is nice to do occasionally but I don't want that all the time. I have learned to appreciate the restrictions of Farrout racing over time."
- I did not participate in any ED national races because the rules change every year.
- With the exception of Farrout races. I am done with racing at Election Dreams. I do not find the races there enjoyable
- Marco is an asshole plain and simple.
- Philosophical differences
- National events with Marco is not well organized
- Not inspired to devote that much time and effort to the ED events
- "First and foremost, I'm a slot car RACER. I love the competition at the big national championship races, but I know that I participate in them largely because I am successful in them, and have made the semi-main, and main events, in a number of them. They take time (to prepare, test, and practice) and money (for parts and cars), and especially in the races that allow more open changes, it is money spent on parts that will rarely be used again. Still, I'm happy to have such high-level racing available to me at Electric Dreams. It's not worth it to me to race in the monthly races there, where the cars are only raced once per year. And so I am grateful to Walt Baynes and Lou Calderon for the Robert Silva Race Series where we can run two of the same classes (GT3 and F1) of highly-tuned cars once per month. With the Farrout club, Electric Dreams, Big Lou's, D3 Hardbody, Piranha Flexi, and SCRRA Retro (and more) we are most fortunate to have numerous racing opportunities nearby. I could pick and choose what I like and dislike about each series, but in the end it's not my race, and I will race where I feel it is the most fun and the least hassle/drama."

Oiling Tires:

We have some limited experience in Oiling Tires



We do not have a great deal of interest in doing so



- We can discuss more at the annual meeting

Comments on Oiling Tires – Part 1

- Just trying to keep everything more on a level playing field.
- I do use it for other tracks
- While is suspect several people have turned up (I hope inadvertently) at Farrout races with tires for another venue that have been oiled at some point, I very strongly feel it is far outside the spirit of Farrout. We already have too much car preparation going on
- I use tire treatments sparingly; racers would really need to be educated on this topic. Tracks could end up a slippery mess if too much oil is used (during a race). Track owners may not appreciate the post-race cleanup effort.
- It would make the tires last longer. I am not convinced it does much for grip.
- I am still learning how to prepare tires. I would to also learn the correct way to oil, what kind of oil to use, and how to use the procedure on different tire types & brands.
- First of all, I know almost nothing about it. My gut instinct is NO. But, if you suspect people are cheating - and importantly - winning, you have little choice but to allow others the chance to compete.
- Was question 9 a trick question? I have never oiled my tires for a FarrOut race. I have oiled my tires for when I was able to race at ED and Bug Lou's.
- Stay as close to stock as possible. I know we are on the honor system, but would like to see top 3 or 4 places to be inspected after each class race.
- If we allow it I will have fond memories of knowing you all, but will never see any of you ever again.
- Or run Silicone tires [SFJ: will not happen due to presumed interaction of silicones and rubber]

Comments on Oiling Tires – Part 2

- Not really sure how to answer this. I suspect some racers may be doing it, but I'm not sure. I do think it's problematic to have a rule that cannot be enforced easily. I honestly don't know enough about oiling tires to know if it would be good to legalize it or not.
- TIRE Prep & Treatment. I want to make a pitch for the allowance of tire treatment (NSR oil) as long as tires are dry when they hit the track.
 - My primary reason is because I believe it has either inadvertently or intentionally entered our club's racing due to racers experiences and participation at both Electric Dreams and Big Lou's. And we have a lot of racers who fit that category. It CLEARLY gives an advantage and makes cars handle better, and cannot be detected because of it being invisible. I don't see how it's any different from allowing (or mandating) weight to be added, the purpose being to improve the cars' performance. Allowing it would create a more level racing field; continuing to have an honor system where it is strictly unforbidden, and at the same time undetectable... I'm afraid not so much.
 - Oiling tires is something that I learned about racing at Electric Dreams. Since that time I've been told by greater slot car racers than myself that there is no way to identify whether a tire has been previously treated with oil or not, rendering the no oiling rule ineffective, as there is no way to effectively tech the tires.
 - Another consideration is when truing tires with a lubricant, such as lighter fluid and/or IPA, there can be an observable change in the tires. This can lead down the road of how much lighter fluid/IPA is too much, and/or how long was the tire exposed to it?
 - At what point does the rule go from bending to breaking? Lifting the rule and allowing racers to oil their tires at least removes any perceived advantage or disadvantage and removes the unavoidable squishy gray areas of rule in the process.
 - If the rule were to be lifted, I think it would also be most beneficial to have a mini clinic at the setup days to educate any people that may be unfamiliar with the practice of oiling tires in an effort to bring all racers informed and up to speed. Letting racers know best practices of oiling, dos & don'ts and that tires need to be dry before hitting the track would be key to success.
 - The only challenge in lifting the rule could be letting all racers know prior to race day that the rule has changed but between the setup days and the emails most should get the memo in ample time.
 - Thanks for coming to my TED talk!"
- I will abide by the rules set in place by the powers at be !!
- Keep it simple.

Proposed Changes for 2026 – Discuss at Annual meeting on Dec 14

Background

- I am already unhappy with the amount of work required for the NSR F1, 2x RevoSlot (those 3 for tires), and Ninco and Fly classes (general work level)

Oiling Tires

- Seems like the very definition of a slippery slope to me and there is relatively little enthusiasm among those who contributed but also a real issue of how to police things

Fly 1960's Le Mans

- Should we consider allowing non-screw Slot.it CH66 Guide (21mm long 6mm deep) with use of guide spacers (guide spacers in Fly only)? Will they fit or work on all cars?
- I have failed to pursue the wheel inserts but do want them to exist and be used