The axel (1/8) has a wing nut in which the wings have been filed down to create a straight edge. When the car moves forward the wing nut moves forward by using the left rail as a railing. Thus, moving past the bump of the right rail. However, on the way back the wing nut pushes against the right rail stoping and locking up the axel when the wing nut comes in contact with the bump on the right rail.
The micrometer shown to the right is attached to the part that holds the axel. Turing the micrometer clockwise increases the length of the driver (steel rod) and thus pushes the axel back. Turing the micrometer anticlockwise decreases the length of the driver this moving the axel closer which is forced by a spring behind the axel holder.